

BUS & COACH BUYER

14 MARCH 1997 | ISSUE 400 |

**ALL
THE VERY
BEST!**



... our toast for the month of March, reflecting the condition and choice of used vehicles in

our new month's list. Setra Quality. Setra Performance. Setra Support. All the very best!

♦ 1994 Scania K113/Van Hoel - Triaxle. Centre toilet, coffee machine, Telma, ABS, video, 2 monitors, air conditioning, 48/51 "Royal" seats. New MOT - in excellent condition.

♦ 1994 Volvo B10/M - Plaxton Premier 3500 - 50 reclining seats, with seat belts, toilet, water boiler, TV/Video, Radio/PA, air conditioning, foot rests, double glazed. Choice of 5. Long MOTs - very good condition throughout.

♦ 1994 MAN Caetano Algarve II - 35 recliners, courier seat, Radio/PA, wired for TV, driver, courier microphones. Full length rear exit - low mileage - sold with new MOT. In very good condition.

♦ 1993 Setra S 215 HD (TORNADO) - MAN Engine, 49 recliners, courier. Toilet, kitchen, Voith retarder, ABS, Webasto, TV/Video, central locking, Radio/PA, fridge, lift and lower, driver's bunks, full air conditioning, aluminium wheels. Long MOTs - in nice condition. Excellent touring vehicles.

♦ 1992 Setra S 215 HD (TORNADO) - MAN Engine, 55 recliners, courier seat, Voith retarder, ABS, lift and lower, central locking, fridge, Radio/PA, flutex covering to floors throughout, aluminium wheels. Long MOT - in lovely condition. Superb tourer.

♦ 1991 DAF SB 3000/Caetano Algarve, 49/53 recliners, demountable toilet, ABS, Radio/PA, TV/Video, courier seat, fridge, water boiler, continental centre door - sold with new MOTs - choice of 2 nice vehicles.

Contact us for comprehensive list of other used vehicles available.

SERVICE Ultra modern, well equipped workshop. Fully trained professional staff. No one can provide Setra back-up to the same high standards.

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K SETRA



Stagecoach plan 150 bus Glasgow operation

Volvo launch lightweight B7R chassis



SCANIA BUS & COACH (UK) LTD



**91 SCANIA K113 CRB
VAN HOOL ALIZEE**

Fitted with GR801 comfort shift, retarder, radio/PA/cassette, refrigerator, drivers bunk, drinks machine, continental door & centre sunken toilet



**91 MAN SETRA INTEGRAL
215 HD**

ZF gearbox, 49R+C, retarder, video, monitor, radio/PA/cassette, drivers bunk, drinks machine, refrigerator, centre sunken toilet & continental door



**93 SCANIA K113 CRB
PLAXTON PREMIER 350**

G5772 gearbox, 49R+C, retarder, radio/PA/cassette, drivers bunk, drinks machine, continental door & centre sunken toilet



**93 DAF MB230LT VAN HOOL
ALIZEE H**

ZF splitter gearbox, 49R+C, retarder, radio/PA/cassette, drinks machine, refrigerator, continental door & centre sunken toilet



**93 VOLVO B10M PLAXTON
PREMIERE 350**

ZF gearbox, 49R+C, video/monitor, radio/PA/cassette, continental door and centre sunken toilet



**91 LEYLAND TIGER CUMMINS
PLAXTON 3500**

ZF 6 speed gearbox, 53R+C, retarder, radio/PA/cassette and continental door



**92 VOLVO B10M
JONCKHEERE DEAUVILLE**

ZF gearbox, 49/53R+C, video/monitor, radio/PA/cassette, drinks machine, refrigerator, continental door & centre sunken toilet

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VOLVOS

1992 J VOLVO MARK III PLAXTON EXCALIBUR 350, 49/53 reclining seats, courier seat, centre demountable toilet, continental door, Telma, 'air conditioning, Webasto, boiler, fridge, d/glazed, radio/PA, TV... **Choice of 3 £95,000**
1990 VOLVO B10M MARK III GL JONCKHEERE DEAUVILLE, 51 recliners, courier seat, rear sunken toilet/continental door, d/glazed, radio/PA... **£79,500**
1988 F VOLVO B10M JONCKHEERE 599, 51 reclining seats, courier seat, rear sunken toilet/continental door, double glazing, radio/PA... **£62,500**
1988 E VOLVO B10M JONCKHEERE P599, 53 reclining seats, courier, d/glazed, radio/PA, repainted white, new test... **£62,500**
1986 PP VOLVO B10M VAN HOOL ALIZEE H, 53 reclining retrimmed seats, courier d/glazed, blinds, Telma, exceptional... **£55,000**
1986 PP VOLVO B10M PLAXTON PARAMOUNT 3500, low driver, 49 reclining seats, courier centre sunken demountable toilet/continental door, Sutrak air conditioning, d/glazed, Webasto telma, boiler, radio/PA, new test, clean... **£47,500**
1984 VOLVO B10M PLAXTON PARAMOUNT 3500, 53 reclining seats, courier seat, d/glazed, radio/PA, retrimmed, new stretch panels, repainted, new test... **£37,500**
1983 VOLVO B10M VAN HOOL ALIZEE, 49 reclining seats, courier seat, centre sunken demountable toilet, radio/PA, immaculate... **£35,000**
1983 VOLVO B10M PLAXTON PARAMOUNT 3500, 51 reclining seats, courier, double glazing, Webasto, radio + PA, belts fitted... **£27,500 £25,000**

OTHERS

1995 M SCANIA K113 IRIZAR CENTURY, Triaxle, 49 reclining seats, courier seat, centre sunken toilet, power continental door, air conditioning, d/glazed, boiler, fridge, bunk, 2 x TV's, radio/PA... **£162,500**
1995 N IVECO 59/12, Cacciamali, 20 Fainsa seats, Webasto, Sutrak, air con, radio/PA/fridge, boiler, large boot, immaculate... **£45,000**
1994 L DAF LDV 400, Auto Classique conversion, 16 hi back coach seats, radio/PA/cassette, racks, white, low mileage... **£14,000**

1993 SCANIA K113 PLAXTON PREMIERE 350, 49/53 reclining seats, courier, auto transmission, ZF HP 600, centre demountable toilet, boiler/fridge, double glazing, ABS, Sutrak air conditioning, radio/PA etc, immaculate... **£107,500 £105,000**
1991 PP ASQUITH, 11 seats, PSV, leather buttoned seats, full carpet, stainless steel grille battery box, in mint condition, mileage only 28,000 miles... **£19,000**
1991 LEYLAND TIGER 290 PLAXTON PARAMOUNT 3200, 57 seater, Cummins L10, power operated door, radio/PA, very clean... **£55,000**
1990 G DENNIS JAVELIN DUPE 320, 53 reclining seats, rear sunken toilet/continental door, radio/PA/curtains, belts, new repaint white... **£49,500**
1988 BOVA FUTURA FHD, 49 reclining seats, courier seat, centre sunken toilet/continental door, d/glazed, Sutrak air conditioning, fridge, boiler, radio/PA... **£66,500**
1988 MERCEDES 609 REEVE BURGESS BEAVER, 25 seats, POD, boot, super white, new test... **£17,500**
1987 LAG PANORAMIC, 49 retrimmed reclining seats, courier seat, centre toilet with continental door, d/glazed, Telma, radio/PA, repainted white... **£48,500**
1986 C FORD R1014 PLAXTON PARAMOUNT 3200, 35 reclining seats, POD, radio/PA, recon engine... **£22,000**
1986 C MERCEDES 608, 25 seater... **£6,500**
1985 LEYLAND TIGER JONCKHEERE P50, 48 reclining seats, courier seat, rear sunken toilet, continental door, d/glazed, boiler, radio/PA, TV monitors... **£27,500**
1985 PP DAF MB200 PLAXTON PARAMOUNT 3500, 49 retrimmed reclining seats, courier, rear sunken toilet, continental door, boiler, radio/PA, provision for TV... **£30,000**
1983 PP MERCEDES 0303 JONCKHEERE BERMUDA, 51 reclining seats, courier seat, centre sunken toilet, continental door, radio/PA... **£19,000**
1982 LEYLAND TIGER PLAXTON VI, 57 seater, radio PA... **£15,500**
1972 BEDFORD VAL 70 PLAXTON ELITE, 53 seater, power door, radio, PA, tested Dec '97, clean... **£3,000**

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VOLVO



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BUS & COACH BUYER is published by Glen-Holland Ltd, The Publishing Centre, 1 Woolram Wygate, Spalding, Lincolnshire PE11 1NU.

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Editorial director: Stuart Jones; publishing director: Steve Cole; sales director: Joy Osborne; advertisement controller: Martin Laverton; classified supervisor: Wendy Couling; classified telephone sales: Joanne Brown and Matt Bradford; technical editor: Martin Cole; production and administration executive: Sandy Brooks; national sales: Peter Naylor.

A copy of Bus & Coach Buyer is mailed free to a list of over 5,800 UK bus, coach and minibuses operators every week. Bus & Coach Buyer is typeset by TYPEtec, County Hall, Market Place, Boston, Lincolnshire PE21 6DY. Tel: (01205) 369560 and printed by the Manson Group Ltd, Hemel Hempstead HP2 7BL.

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Front Cover: UVG's new Unistar body design on the Dennis Javelin chassis provides operators with an attractive but inexpensive option when considering new vehicle purchases.

News

Stagecoach to develop new services in Glasgow

Stagecoach has announced its intention to develop new routes in the Greater Glasgow area. The group is investing an initial £10m in the operation which is expected to create 250 jobs over the next 12 months. The first express routes will commence on 24 April using lowfloor buses operated at high frequencies. Neil Renilson is to head the new venture and the vehicles will be drawn from the current delivery programme redirected from other group subsidiaries.

Brian Souter, chairman of Stagecoach Holdings, said: 'The recent Monopolies Commission decision requiring FirstBus to sell a part of its operations in Glasgow has demonstrated the Regulator's determination to encourage competition. We are responding to this with new innovative bus services in Strathclyde designed to attract new bus users by offering faster journey times and wider choice.'

The new services will depart from the recently completed Buchanan bus terminal and will make use of the motorway network for the 'express' aspect of the routes. It is intended that an improved fare offer will be introduced, the 'super value Megarider ticket', which offers unlimited travel from just £4.00 per week. Neil Renilson confirmed that the operation would be marketed purely as Stagecoach and its initial fleet would consist of 20 Volvo B6LE Alexander ALX 200s and five Plaxton Premiere Inter-Urban Volvo B10Ms. He said, 'We expect this operation to expand rapidly and are planning for the fleet to increase to 150 by the end of the year. Glasgow has seen considerable investment in its motorway network and conventional services are still using the old routes which do not take advantage of fast links between the outlying areas and the city centre. Stagecoach intends to change this and to make the most of the opportunity which, combined with a very competitive fare strategy, should prove very attractive to new customers.'



A Volvo B10BLE with Northern Counties body for Stagecoach Manchester.

Stagecoach take first Volvo B10BLE Northern Counties

A double first for Stagecoach Manchester has seen it take delivery of the first Volvo B10BLE chassis for the UK and the first examples of Northern Counties' new generation of accessible single deck bodywork. Five of the model have entered service on a route linking Manchester city centre and Ashton under Lyne.

Bravery awards for Brighton drivers.

Three bus drivers with Brighton Transport have been rewarded for their bravery following an incident on Saturday 8 February. Neil Wright was driving his number 10 bus along Lewes Road when he saw a 13 year old girl being assaulted by another passenger on the lower deck. He turned the bus round and drove back to the depot where Nigel Bulbeck and Galiun Robins helped him grab the suspect and call the police.

The aluminium framed body has bonded aluminium side panels and bonded glazing. It can take up to 45 seated passengers though Stagecoach Manchester has specified a 41 seat layout. The saloon floor is step free in the front section with two shallow steps ahead of the rear axle.

Volvo's B10BLE chassis combines the rear section and drive train of the B10B with the B10L's electronically controlled independent front suspension (IFS), complete with disc brakes. This gives a low floor in the front section, the 320mm single step entrance height reducing to 230mm using the kneeling suspension. Volvo intends to make the IFS axle a standard city bus axle throughout the range.

The vehicles will undergo a comprehensive evaluation programme supported by the Volvo service centre at Manchester Truck & Bus, Stockport. 'We felt that this route would provide us with an ideal opportunity to evaluate what promises to be an attractive product,' said Stagecoach director, Barry Hinkley.

Brighton Transport chairman and managing director, Richard Clark presented the three with certificates recognising their outstanding service and also gave them gift vouchers at a ceremony at the company's head office. He commented, 'They went to the help of a young girl in a very distressing situation and we are very proud of their efforts. We want all our passengers to feel they can travel on our buses in complete safety and we think this has proved the point. They all did a marvellous job.'

VI launch JEDI

In a reversal of Starwars technology, instead of the Force being with the JEDI, the JEDI will now be with the Force! The Vehicle Inspectorate is to begin implementing its new Joint Enforcement Database Initiative (JEDI) from April. It will allow officers at roadside checks to gain instant access to details of an operator's O-licence, any convictions and annual test records. Information between the VI areas will be linked and incorporate the Traffic Areas. It is expected to be fully operational by October.

LT tenders

London General has made successful bids to retain five of its six contracts which have been offered by London Transport. The company maintains five year contracts on routes 14, N14, 39, 74 and 170. It relinquished a single contract, route 156, to Q-Drive Coaches (Limebourne).

Stagecoach Selkent was also successful in retaining a five year contract on route 314 and a new school service in New Addington has been awarded to Metrobus of Orpington. It has been numbered route 630 and will utilise double deckers.

One small step...

250mm to be precise. Which, for a parent with toddler and pushchair, can make all the difference.

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integrated monocoque construction means all the components are specifically designed to work with each other, eliminating interface problems; and heavy duty mechanicals add up to reliability and long service too.

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News

Stagecoach sell Huntingdon depot and MK operation.

Following the ruling by the Office of Fair Trading and Monopolies and Mergers Commission that Stagecoach should divest part of its Cambridgeshire and Northamptonshire activities, the Milton Keynes operation and the United Counties depot at Huntingdon have been sold to Julian Peddle.

The take-over is expected to be concluded officially at the end of this month and the new acquisition will be run under the heading MK Metro. It will incorporate the former Milton Keynes Citybus operation and Buckinghamshire RoadCar. The deal currently includes MK Metro taking on all vehicles and staff although no announcement has yet been made on security of employment.

Mitchell replaces Westwell

Dr Alan Westwell, managing director of Greater Manchester Buses, is leaving FirstBus and is to be replaced by Dr Mike Mitchell, currently managing director of Grampian Transport. Dr Westwell had run the company since its acquisition, overseeing the smooth transition of GMB into the group. He joined the company in 1990 from Strathclyde Buses where he was chairman and chief executive, rescuing GMB from its financial difficulties through the introduction of a radical business plan. Later, with the support of the employees, he led GMB through the change which involved splitting the operation in half and its recent change of ownership. Alan commented, 'I consider it is now the appropriate time for me to direct my energy and interest towards another challenge.'

Dr Mike Mitchell was formerly operations director of SMT in Edinburgh. He will continue as managing director in Aberdeen for an interim period and the major part of his role will be undertaken by George Mair, currently director and depot manager at Grampian Transport. He now becomes director and general manager.

Stagecoach complete Burnley & Pendle acquisition

Stagecoach has concluded the acquisition of Burnley Council's shares in Burnley & Pendle Transport Company after a lengthy period of negotiation. Pendle's shares were relinquished to Stagecoach some months ago but Burnley had held out to gain support and acceptance from its employees and the unions. Stagecoach says that the conclusion of the deal has been reached with all existing contracts, terms and conditions still applied.

Optare CoachSales launched

Optare has launched its own coach sales division which will be known as Optare CoachSales. The facility will handle the continued sales of Bova Futura 3.2 and 3.5 metre high coaches with either Cummins or DAF engines and a choice of ZF manual or automatic transmission. A range of vehicles from basic 53 seaters to air conditioned executive specification coaches are currently in stock or for early delivery. Sales will be backed by a comprehensive range of finance packages which include short term hire, medium/long term rental, hire purchase and leasing. For further information contact Chris Gee or Bob Manton on 0113 2645182.

CPT quashes release of VI information

Proposals made in March 1996 to release Vehicle Inspectorate information to the public, on demand, have been quashed following strong representations made by the Confederation of Passenger Transport UK. The scheme would have made annual reports on roadworthiness and prohibition information available to anyone requesting it. Ministers at the Department of Transport decided the scheme would be inappropriate at this time but claim it may be considered in the future when the VI's computer system has been upgraded and fully developed.

SCARLTON

SECOND TO NONE

1990 G TOYOTA OPTIMO CAETANO

18 seats + courier, radio/PA, seatbelts, livery blue MoT 17/7/97

1985 PP DENNIS DUPLÉ 425

55 seats, manual 6 speed gearbox, double glazed, rear floor mounted toilet, radio/PA. MoT 18/2/98

1990 PP DAF DHS 3000 VAN HOOL ALIZEE

51/55 seats, 7 speed ZF gearbox, double glazed, radio/PA, livery white/blue. MoT 15/11/97

1992 (J) SCANIA K93CR/273 PLAXTON PREMIERE 3200

53 seats, radio/PA/ cassette, double glazed, blinds to side windows, (lap type) seat belts. MoT 1998 **Choice**

1991 (H) VOLVO B10M MK III

273 BHP VAN HOOL ALIZEE

49 seats + crew seat, toilet, servery, fridge, continental door, Telma, radio/PA/cassette, double glazed, seat belts (lap type), seat belts. MoT 6/12/97 **Choice**

1991 (H) VOLVO B10M MK III 273 BHP VAN HOOL ALIZEE

53 seats + crew seat, radio/PA/cassette, Telma, double glazed, blinds to side windows, (lap type) seat belts. MoT 1998 **Choice**

1990 (G) VOLVO B10M MK III a273 BHP VAN HOOL ALIZEE

53 seats + crew seat, radio/PA/cassette, Telma, double glazed, blinds to side windows, (lap type) seat belts. MoT 1998 **Choice**

1989 (PP) MAN 16-290 JONCKHEERE DEAUVILLE

49 seats + crew seat, centre sunken toilet, Telma, servery, fridge, continental door, radio/PA /cassette, TV, Video, double glazed. MoT 12/11/97

1992 (J) VOLVO B10M MKIII VAN HOOL ALIZEE

49 reclining seats, ZF 6 speed S690 manual gearbox, ABS braking system, half rear emergency door, centre continental exit door, radio/PA system, centre mounted toilet, centre servery, centre crew compartment. MoT 3/12/97

1995 (M) SCANIA K113 CENTURY

49 seats, drivers bunk, comfort shift gearbox, double glazing, radio/PA system, , fridge, TV/video, rear sunken toilet, rear continental door. MoT 2/04/97

1989 (G) DAF SB2300 VAN HOOL ALIZEE

51 reclining seats, double glazed, drivers bunk, centre toilet, radio/PA system, 2 x TV's, livery white. MoT 28/06/97

1990 (G) LEYLAND PLAXTON TIGER 3200

50 reclining seats, 6 speed ZF gearbox, double glazed, toilet, radio/PA system, drinks servery, white livery. MoT 16/12/97

1988 (F) DENNIS JAVELIN DUPLÉ 320 - Choice of 3

53 reclining seats, 6 speed ZF manual gearbox, brown moquette, power door, (one re-moquetted). MoT Sept/Oct 97

1984 (PP) LEYLAND PLAXTON TIGER 3200

48 reclining seats, semi-automatic gearbox, power door, toilet, radio/PA system, TV, drinks, livery white. MoT 17/01/98

1989 (F&G) LEYLAND TIGER - Choice of 3

55 seats + 24 standing, livery white, Alexander Belfast service bus body, Cummins L10, ZF automatic gearbox, Livery white. MoT Nov/Dec 97

1992 (J) SETRA TORNADO 215HD

Man engine, ZF 7 speed gearbox, 49 reclining seats and courier seat, sunken centre toilet, 2 TV monitors and video, radio/PA system, repainted white. MoT NEW

1983 (PP) MAN VAN HOOL ASTRON

57 reclining seats, new Graffiti moquette, twin deck videos, hot drinks machine, fridge, toilet, drivers bunk, reconditioned engine. MoT NEW

1994 (M) VOLVO B12R JONCKHEERE MONACO

71 seats + crew seat, air con, Telma, toilet, servery, video/TV, radio/PA/cassette, double glazed, alloy wheels, (lap type) seat belts, Low mileage. MoT 6/08/97



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ON VOLVO B10M GL

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with and without air conditioning
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ON DENNIS JAVELIN 240/245

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53 reclining or 57 seats, 8.6m³ luggage space.
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for immediate and early delivery

BERKHOF
Excellence MIDI

ON MAN 11.220 HOCLR

35 recliners, crew seat, double glazing, rear
continental door, radiator heating
for immediate delivery

USED COACHES

1989 TOYOTA OPTIMO, 21 seats, crew seat, radio/tape, lift up armrests, tinted windows, curtains, interior grey / red, exterior ivory / turquoise / blue. MoT 6/5/97**£15,500**

1989 TOYOTA OPTIMO, 18 recliners, crew seat, large luggage boot, Blaupunkt radio, wheel trims, curtains, interior fawn, exterior green/black, MoT 16/4/97**£15,500**

1988 BOVA FUTURA FHD, 49 recliners, crew seat, seat belts to all seats, air conditioning, centre sunken toilet, centre continental door, hot water boiler, fridge, double glazing, Peage window, radio/tape, interior brown/beige, exterior white/green/red, MoT10/3/98**£66,500**

1987 BOVA FUTURA, 53 recliners, double glazing, radio / tape / PA, wired vide + monitor, curtains, drivers bunk area, interior red / grey, exterior white / orange / grey. MoT 23/3/98**£49,500**

1986 (OCT) DAF MB200 PLAXTON PARAMOUNT 3200, 53 fixed seats (retrimmed), seat belts to all seats, tinted windows, exterior white, interior fawn / brown / orange / yellow stripes, MoT 25/6/97**£36,500**

1985 DAF SB2300DHS PLAXTON PARAMOUNT 3200, 53 recliners, radio/tape, tinted windows, Telma, splitter gearbox, brown/fawn interior, exterior blue/white, MoT 21/12/97**£29,500**

1980 FORD R1114 DUPE DOMINANT II EXPRESS, 53 seats, power door, red interior, white exterior. MOT 30/1/98**£3,750**

1979 VOLVO B58 PLAXTON SUPREME IV, 48 seats, rear toilet, Telma, power door, MoT 20/3/98**£6,750**

1979 LEYLAND LEOPARD DUPE DOMINANT EXPRESS, 49 seats, semi-automatic gearbox, power doors, exterior silver / yellow / red, MoT 21/1/98**£5,000**

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News

More Far Eastern success for Dennis

Dennis Specialist Vehicles currently has a £70 million order book for operators in Hong Kong, representing a total of 421 double deck vehicles. The orders are split between two new models, the low floor three axle Trident, and a new version of the long serving three axle Dragon design which, like the Trident, has a Cummins M11 engine. These are the first M11 applications in European built chassis, and are mounted in line at 305bhp in the Trident and transversely at 250bhp in the Dragon.

The bulk of the vehicles, close to 350 in total, will be delivered to Kowloon Motor Bus (KMB) and will include both Tridents and Dragons with a mixture of Duple Metsec and Walter Alexander bodies. Tridents will also be delivered to Citybus Hong Kong, while China Motor Bus (CMB) will take a further batch of Dragons. Deliveries from Guildford will start next month.

Roger Heard, sales and marketing director, commented, 'With the Trident we are now taking the lead in the supply of accessible double deckers, which we believe will ultimately strengthen our position as a supplier of buses to mainland China, where demand for transport is growing rapidly.'

CPT announce Enforcement Conference

A conference on enforcement, called 'Enforcement for Quality,' is being organised by the Confederation of Passenger Transport UK. It is scheduled for 25 June 1997 and will be held at the QEII Conference Centre in Westminster. The aim is to address enforcement policy, practice and problems, across a broad front of agencies. Ron Oliver of the VI will be the keynote speaker and representatives of ACPO, Traffic Commissioners, Department of Transport, Trading Standards and Health & Safety will be contributing. Full details of the timetable, subjects and cost will be issued soon but operators should be aware that places will be limited.

EYMS buy Kingstonian Travel and launch National Holidays

Hull based EYMS Group has confirmed its acquisition of Kingstonian Travel, from Stagecoach Kingston upon Hull, for an undisclosed sum. The deal includes eight coaches, six Volvo and two Dennis, most of which will be absorbed by East Yorkshire Motor Services. Six drivers and two managers have also transferred to EYMS' Hull depot. No other assets or property were included in the sale but EYMS takes over Kingstonian's customer list.

Stagecoach has now dropped all its coaching operations in the Hull area with the exception of the X62 express service, operated jointly by Stagecoach and East Yorkshire, between Hull and Leeds. EYMS Group joint managing director, Peter Shipp, said: 'I know that Kingstonian established itself well in the Hull area since its formation by KHCT in the early 80s. It clearly brings with it some customer loyalty and we shall be retaining the name on at least some of the coaches for the time being.'

At the same time, EYMS's holiday coach tours division, East Yorkshire Travel, has been re-branded as National Holidays. This coincides with the publication of the company's largest ever brochure containing over 1,000 departures from the Hull area alone. Holiday clients have increased rapidly from 8,000 in 1992 to over 100,000 in 1996. The name change is intended to assist in promoting a common brand for the holidays which now operate from bases in Hull, Stockton, Newcastle and Manchester, with departures from many other areas. The fleet now incorporates over 60 coaches, recently augmented by the acquisition of Newcastle based Armstrong Galley, and is being upgraded with the purchase of 20 new vehicles. The new livery of white, orange and blue has been applied to some of the vehicles and the remainder should be finished by early summer. The company says it took orders worth over £250,000 in one day at the East Yorkshire Travel Fair on 2 March.

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M.O.T. JULY 1997

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VAN HOOL ALIZEE H 12M**

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1987 (May) MERCEDES 307D

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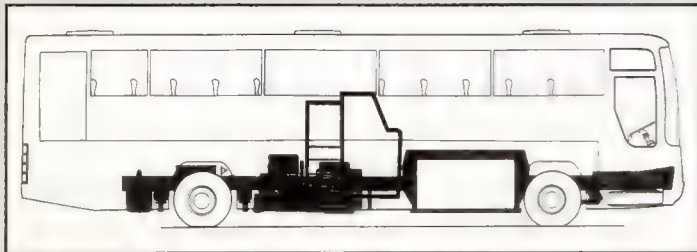
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BCB

News



The new Dennis Javelin chassis variation to accommodate centre sunken toilets.

Centre toilets for Javelins

Dennis Specialist Vehicles has developed a version of its Javelin coach chassis which can accommodate a centre sunken toilet compartment and continental exit door. An

order for ten coaches with this new arrangement has just been completed for Pemico Travel of London. The alterations to the section of the modular Javelin chassis include lengthening the rear module and shortening the centre section.



One of four new Wright bodied Volvo B10L low floor buses introduced by Travel Dundee on services 18 and 19.

Travel Dundee launches easy access routes

Travel Dundee, formerly Tay-side Buses and now part of the National Express Group, has launched its first easy access bus routes using four Wright bodied Volvo B10L single deckers in the company's new red, white and blue livery. The services concerned are the 18 and 19 linking Kirkton to the city centre.

Jack Henry, chief executive of Travel Dundee said, 'The new vehicles confirm our

commitment to upgrade the Travel Dundee fleet. We intend to improve customer comfort and we aim to give first class service. Mothers with toddlers in buggies or carrying heavy shopping will be among the first to benefit from the spacious design, as will people with mobility difficulties.'

Similar vehicles will shortly be introduced on Dundee's 32 and 33 services linking Fintry with the city centre and the 15 and 17 services between Whitfield the city centre and Ninewells Hospital.

Rally update

A first time exhibitor at the forthcoming UK Coach Rally to be held on the weekend of 19/20 April in Brighton is Fleetmaster Bus & Coach of Horsham. It will be showing a Leyland National Mark 1 equipped with a new Cummins B series engine and Allison AT545 automatic transmission. As part of a thorough refurbishment the vehicle has had the pod removed, a new heating system installed, a full retrim and new flooring. The company will be represented by engineering sales director, Mark Stephenson

and MD, Steve Swain, who will also be able to provide more details about the company's soon to be launched self drive hire fleet which will offer well presented mid life vehicles.

East Lancs will also be showing a coach seated Cityzen double deck body on a Scania chassis from the fleet of the Brighton & Hove Bus Co.

Anyone requiring more information on how to enter the Rally should contact Ann or Paul Cousins of Coach Displays Ltd on 0181 581 0049. For trade enquiries contact Mark Griffin on 01926 888123 or fax 01926 888004.

NFBU-Optare Awards

Regional award ceremonies for the Welcome Aboard Awards, presented by the National Federation of Bus Users and Optare, are to be concluded at Optare's Manston Lane headquarters in Leeds, following three regional finals. Area A: the southeast and central south regions will hold its final on 27 March at the Royal Pavil-

ion, Brighton; Area B, the midlands, southwest and Wales, hold their final on 3 April at City Hall Cardiff; and Area C, Northern Ireland, Northeast, Northwest and Scotland hold their event on 10 April at the Palace Hotel, Manchester. The national final at Leeds has been set for 22 April. The scheme was started to reward bus companies and individuals who have given exceptional service to their customers.

Bridge bashing measures

New regulations are being introduced by the Department of Transport to reduce the number of accidents involving high vehicles hitting bridges. All vehicles over three metres high are to be required to have either a sign in the driver's cab showing the overall travelling height of the vehicle or, documents in the cab giving details of the routes to be taken which show that the vehicle can complete the journey without any risk of collid-

ing with a bridge or any other low overhead structure.

The amendments to the Road vehicles (Construction and Use) Regulations are being made following public consultations in 1992 and 1995. Of 1101 bridge strikes in 1995 about 30 involved buses, including double deckers. Commenting, Road Safety Minister, John Bowis, said, 'I hope the new regulations, together with existing measures and the co-operation of hauliers and operators, will make bridge-bashing a thing of the past.'

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Vehicle Launch

Volvo expand in South Africa and launch the lightweight B7R

Volvo Bus Corporation called a World Press Conference in South Africa on 6 March to discuss its market position and outline plans for expansion in one of the most potentially lucrative new markets in the southern hemisphere. The event took place on the back of Volvo's own corporate marketing conference in Cape-town and was followed by the launch of a new multi-purpose, lightweight bus/coach chassis, the B7R.

Manufacturers have been quick to respond to South African requirements and are poised to begin major operations in a country that has been starved of imports and outside investment through embargoes placed to counter apartheid. Since the political revolution and ensuing installation of President Mandela and his administration, trade barriers have been removed and opportunities for outside manufacturers have become established.

Volvo began its approach two years ago by forming a venture in Johannesburg called Volvo Bus & Truck. This has resulted in significant interest from hauliers and a number of orders from private bus and coach operators and the recent completion of an order for 100 B10Ms



Built by Swedish Bus Distributors, this B7R has been designed for the South African Market. Split front wind-screens are essential because of the poor roads in some areas and frequent damage from flying stones.

for Johannesburg. Alongside the importation of chassis has come the establishment of Swedish Bus Distributors, a facility to build bodies locally, using adaptations of bodies designed in Scandinavia and production systems developed by Saffle.

Bjorn Larsson, Volvo's president and chief executive officer, announced that the group was the only one of the top four manufacturers to have increased its global market share in 1996. Top performer Mercedes Benz had maintained its position but sales had dropped by

2.0%. Volvo had second place overall, with sales up 8.0%. Hino were placed third but with sales down 10% and Scania fourth with a 13% drop. He said the world market had shrunk by 4.0% overall and was delighted by Volvo's performance in a declining situation.

Quantifying sales of Volvo units, he confirmed the UK and Eire as the company's largest market, taking 24.2% of production, whilst Latin America came close behind with 20.3% and the rest of Europe absorbed 15.5%. Other markets, such as North America, China and Asia

were performing well and showed great potential for the future.

Predicting a change to fewer, but more powerful, customers in the future, as many smaller operators were being incorporated into larger groups, he believed there would be a need for more manufacturers to merge so that it would end up with just three or four major players. He claimed this course was inevitable because manufacturing required the highly competitive economies of scale that could only be achieved in this manner. It would put less strain on investment in product development, lead to shorter introduction cycles, provide cheaper sourcing of materials and allow higher investment in production techniques - with local adaptations and local supply for finished product. He claimed there would be 'family ideas' for vehicles based on two main concepts: the aluminium framed buses developed in Sweden, Denmark and the UK; and for buses with Finnish developed bodies with steel/stainless steel frameworks for other markets.

Volvo's growth strategy was described as a drive for increased market share which would be achieved through



Luggage space is acceptable considering the low body height of the Camo B7R.



A Volvo B12T with South African TFM bodywork operated by Atlas.

Volvo

establishing new, innovative ideas and acquisitions. The main challenge for 1997 was seen as the production of 9,000 units and the expansion of its 50 separate markets around the world, represented through outlets in 45 countries.

The Volvo B7R

Held in conjunction with the World Press Conference was the launch of Volvo's new B7R chassis. This has been designed as a cost-effective, multi-purpose product to expand global business for the company. It is aimed at inter-city bus and coach operation in Europe with a number of options available to suit broad applications. It features a lightweight chassis design, utilising some truck components, a seven litre D7 engine with power ratings from 230 to 285 bhp, large brakes and a range of transmission options.

Volvo claimed products like the B7R would help create value for the customer because, as a manufacturer, it was in the company's interests for its customers to be profitable. The B7R had been two and a half years in development and been through 750,000 Km of endurance testing. As such, its core values, Volvo believe, lie in its robust, heavy duty construction, reliability through the use of proven components, durability from testing and safety through well dimensioned S-Cam operated brakes and a retarder option.

Approach and departure angles on the B7R have been much improved over the standard B7 and it has a short rear overhang of 3075mm for stability. Wheelbases of 3250mm, 5300mm and 6300mm are available, which means shorter versions of the chassis, down to 10.5 metres overall can be ordered. A 12 metre chassis weighs just 5510 Kg and is rated at 17.5 tonnes GVW. Its design allows for double doors to be fitted at the front and mid positions of the chassis and for a single unit at the rear if required - increasing its flexibility for bus operations in developing countries.

Globally the B7R will be available with conventional parabolic springing or with air suspension. Units bound for the UK are likely to be air suspended only but secrecy over the vehicle's existence has

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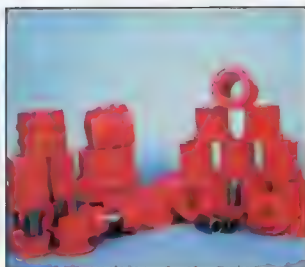
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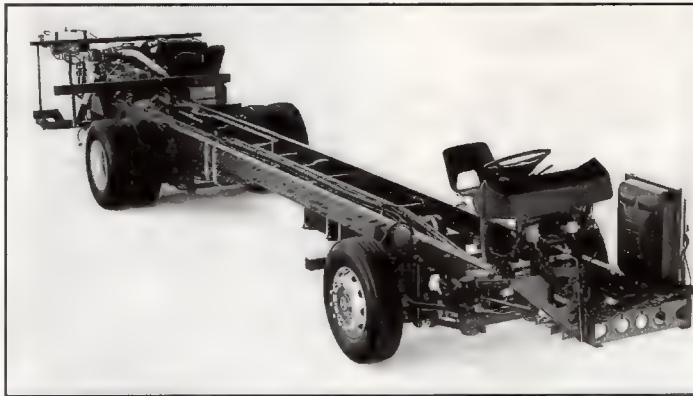
precluded Volvo Truck & Bus UK from questioning potential customers about their requirements. As it is, the vehicle will not be available until later this year and is almost certainly to be given its first public airing at Coach & Bus '97. Although there has been no indication of a UK bodybuilder or of any price for the chassis, it is likely that Volvo will take advantage of its simplicity and allow the B7R to fill a competitive sector at the lower end of the market.

On the face of it, the B7R appears to be a modern replacement for the light-weight chassis formerly produced by Ford and Bedford, but brought up to date and with the benefit of proven reliability, good fuel economy and low emissions. Sandy Glennie, managing director of Volvo Truck & Bus, admitted the chassis was less sophisticated than the middleweight Dennis Javelin and believed it would make an ideal option for operators looking at vehicles for general duties, contracts and excursions, although he maintained it was not the sort of coach he wanted to see loaded to its maximum and being used on shuttles to the South of France or Spain.

The chassis framework is produced from pressed 'U' section steel, instruments come straight from a B10M, and the other components are mainly from standard Volvo products. There are just 150 new ones in the whole chassis.

Two bodied examples of the B7R were on show at the launch alongside a bare chassis with conventional springs. One was a 12 metre version with Portuguese coachwork by Camo, the other bore a locally produced body designed specifically for the African markets. The Camo was equipped with 55 Fainsa reclining seats, air conditioning and video equipment. Measurements were not available but the body was not particularly high and this reflected in there being rather limited depth to the full length luggage racks.

Light fabrics chosen for the interior trim ensured a 'cool' ambience to the saloon, which appeared very attractive although perhaps difficult to keep clean. Two large central luggage lockers were accessible from both sides of the coach and provided an acceptable stowage space.



The Volvo B7R chassis with the vertical, in-line D7 engine.

Journalists were not permitted to drive either example but were taken for a brief run through the wine producing area of Stellenbosch, to the north of Capetown. This was too brief to gain any sort of real insight into the B7R's attributes but it appeared to have a reasonable amount of power, stopped very well and gave a comfortable ride at the front of the coach. Passengers in the rear were less enthusiastic and felt the engine noise was a little excessive. But as this was still a very early production model there is plenty of time to address the sound proofing.

The South African built body was fitted with an alternative seating arrangement which allowed the installation of a rear saloon toilet, servery and refrigerator. It was also air conditioned. Some passengers felt the entrance steps on both examples were too steep to suit European markets but Volvo claimed a minor chassis modification was all that would be required to bring it in line with requirements. A lowered frame can be specified which drops the front step height 180mm at the front door.

Gearbox options on the B7R include Volvo's own G8

EGS or MGS, the ZF S 6-85 or 4HP 500 automatic, or the Voith D863.3 automatic. Each of the gearboxes give the B7R a range of different ratios for every gear but all have the same 1:1 final ratio. A Telma 191 electronic retarder is available for those choosing the ZF S 6-85 manual gearbox but customers opting for the Volvo G8 MGS can fit the Telma 2200.

South African Transport Policy

The new government in the Republic of South Africa has produced a White Paper on national transport policy. It sets out the goals and objectives for achieving a properly integrated transport infrastructure which it hopes to reach by promoting inter-modalisation between providers - either state owned or private - shared information and minimal regulation from the Department of Transport. It intends that modal choices will be based on cost, timeliness, reliability, security or any other determining factors so that decisions can be fostered by incentives and not by regulation. Inherent in this is the idea that customers should not be forced to use

existing spare capacity.

A major problem with the implementation of such ideals appears to stem from the rapid reforms being implemented by the Mandela administration. There is little doubt that efforts to get the economy moving and finding gainful employment for many black South Africans, plus the installation of a benefit system, has put a great strain on available funding.

The swift change from apartheid and racial segregation will not be fully accepted for some time and there are distinct security problems for people travelling by public transport. One of the main drawbacks to running commercial services is the development of illegal taxi bus operations which have got out of hand. These are prevalent in all major conurbations, even Capetown, which has been the most tolerant of all the South African communities thanks to its multi-racial and multi-cultural society which stems from its position as a sea port.

Some taxi buses operate quite legally but they are outnumbered by illegal operators whose drivers are often unlicensed and the vehicles untaxed, uninsured, and completely unroadworthy. Such has been the state of anarchy in the country that competitors have not been averse to attacking each others' vehicles, often by ambushing them with automatic rifles. They generally carry excessive numbers of passengers, often 20 or 25 in place of the 14 to 16 allowed, and are extremely unsafe.

Capetown's official state owned bus company does not have the capacity to service all the requirements of the locality and we saw no modern buses in evidence at all. The bulk of the vehicles are aged Leyland/Guy Victory double or single deckers. Apart from a smattering of old Mercedes Benz buses run privately, this is the sum total of local transport to and from the city and the townships.

More recently a National Taxi Task Team has been established to weed out the offenders. This is, apparently, quite effective but has only just begun to scratch the surface. Similarly, special police units are attempting to apprehend wrongdoers but the incidence of illegal operation is so high that they are also



Instruments in the B7R come directly from the B10M.

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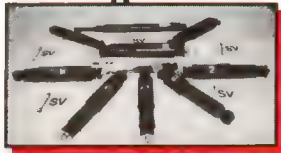
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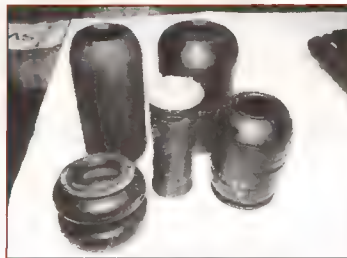
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Vehicle Launch

making little headway at present. Operators caught and prosecuted are often out of jail in just two weeks and back in action by hi-jacking a new vehicle or purchasing it fraudulently.

During our visit to South Africa we enjoyed a breakfast meeting with Sibisisu Bhutelezi, the personal assistant to transport minister Mac Maharaj in Johannesburg, Gauteng Province. He said the Department had been assessing Italian commuter rail systems and intended establishing a similar system from 1 April. He was pleased to announce that public transport subsidy was being increased by 20% each year and money would eventually become available for what was a totally impractical system which had been starved of investment and upgrading. He claimed they had received much practical assistance from representatives of the Argentinian rail services in their quest for progress.

On the subject of buses, he was pleased that the investment in 100 Volvo B10M buses had been completed, over a two year period, and they were assisting in getting people out of cars and back onto public transport. Mr Bhutelezi pointed out that although the project had been successful, budgets were very tight and not assisted by excessive import tax of 60% on foreign vehicles. He saw the way around this as working partnerships with manufacturers providing facilities for building locally, creating inward investment and jobs.

While this sounded positive he was less convincing when he claimed that vehicle investments should see a return of 20 years active service life, and less convincing still when he said they were encouraging investment of this nature from Indian manufacturer Tata. It seemed that ongoing maintenance costs were not being properly considered but Mr Bhutelezi was very attentive to responses given by European journalists and absorbed a great deal of information on running modern fleets in Europe.

He closed by outlining the Department's efforts at enforcing some regulation on illegal operation across all forms of transport, ranging from blatant overloading - where some trucks had been found to be 36 tonnes over



The new Volvo B7R with a European styled Camo body.

their maximum legal payload, to registration for all taxi bus operators. This he put at 10,000 Rands per annum (7.1 Rand approximately = £1) plus a daily tax of two Rands. He believed this to be substantial enough to pay for administration and enforcement but not excessive enough to deprive operators of earning a reasonable living.

Fraudulent operation of vehicles was still an ongoing problem in state owned companies, he admitted. Much of the established management had left hurriedly when reforms were announced by the new Metropolitan Council and checks on vehicles revealed that a great deal of private (i.e. undeclared) private hires, had been carried out in addition to the creation of falsified records. Typical frauds had included examples where a group of people were supposedly picked up for a 60 Km run to the Johannesburg Zoo at 60 Rands per head. Mileage checks revealed the vehicle had more likely been used on an 800 Km trip to Sun City with passengers being charged 85 to 90 Rands per head, leaving a substantial rake off for the driver and



Sibisisu Bhutelezi, personal assistant to the Minister for Transport.

manager to share. Such problems have taken 20 months to unravel.

Problems still existing today have seen some of the new Volvo B10Ms disappear at weekends on private jaunts and come back badly damaged, obviously having been used down completely unsuitable roads and suffering from broken radiators, cracked gearbox castings, cracked sumps and body panel damage. Tighter controls are beginning to weed out the elements of fraud but it is widespread, deep rooted and may take a lengthy period to erad-

icate totally.

The meeting was brought to a close by Billy Rautenbach, managing director of Volvo Bus & Truck, the Johannesburg based subsidiary of Volvo Bus Corporation. He announced the company had completed the building and delivery of 600 units last year and was working to fulfill a perceived potential of 4,000 units for delivery into South Africa and neighbouring countries, particularly Zimbabwe, which he believed was looking at 500 units.

He said that there were still a great number of poor roads around, but now the old administration had fallen away, and with it the restrictions on movement of people, a great emphasis was being placed on improving the transport infrastructure. Despite this the changes would not be fast enough to accommodate a complete change to modern vehicles and he still saw a buoyant market for simple, front engined 65 seaters, without air conditioning, capable of dealing with varied road surfaces or even a complete lack of road in some areas. These, he believed could be assembled and bodied locally without too many problems. The company had already established a body building facility which catered for its own needs and while it only had the capacity to body Volvo chassis at present he envisaged the need to encompass other makes as the business grew and staff skill levels improved.

In relation to the current market in South Africa, he felt the new B7R would be ideally suited as an inter-urban bus but that the front engined B7 would remain the top seller for now. He thought there could be a market for double deckers but feared taxi-buses would compete too strongly for the bulk sector of passenger transport, making them a risky investment.

South Africa, it seems, offers a wealth of opportunity for both manufacturers and operators. The risks for the operator are still high and establishing services is not a move for the faint hearted. If the reforms and promised enforcement of regulations can be implemented then the situation will be vastly improved.

By Martin Cole.

SPECIFICATION

Engine: Volvo D7 six cylinder four-stroke diesel with direct fuel injection and overhead valves
Power output: D7B230 Intercooler : 169Kw (230bhp) at 2,200 rpm.
 Torque 825Nm at 1,600 rpm. DB7260
Intercooler : 191Kw (260bhp) at 2,200 rpm.
 Torque 1,100Nm at 1,300 rpm.
DB7285 Intercooler : 210Kw (285 bhp) at 2,200 rpm. Torque 1200Nm at 1,400 rpm.
Length: 11.875m with 6.3m wheelbase.
Front Overhang: 2.5m.
Rear Overhang: 3.075m.

Turning Circle: 10.315m.
WEIGHTS
Front axle: 1125Kg
Rear axle: 4385Kg
Chassis weight: 5510Kg.
 Frame Height (with 295/80R22.5 tyres.)
Ground to top of frame at front axle: 898mm
Ground to top of lowered entry at front door: 718mm
Ground to top of frame at rear axle: 898mm.
 Options include: cyclone air filter, spare wheel, lowered frame, exhaust brake, starter heater, water separator, speed limiter, engine encapsulation and ABS anti-skid brakes.

Dealer Focus



Kirkby Spring Show '97

Visitors to Kirkby's Spring Show held over a three day period last week will have been impressed with the breadth of products and services promoted and the manner in which they were displayed. There was something for everyone whether their interest was buying new or used buses, coaches or minibuses, or simply keeping the existing fleet on the road. To enliven the proceedings a band played, caricaturists produced pictures of guests, there was the chance to ride in a rocket ship and the catering facilities were excellent. Visitors registering were given a coloured plan of the site indicating the various attractions and were offered the opportunity to join a guided tour of the Plaxton Parts and Service workshops as well as Plaxton's small vehicle production facility.



A Dennis Javelin GX with Plaxton Excalibur coachwork. This vehicle had a rear continental door and sunken toilet but mid mounted units will soon become available.

Kirkby's portfolio includes the Dennis and Volvo chassis marques with Plaxton coachwork, and, in a recent development, bus operators can also visit the location to inspect vehicles from the

Plaxton and Northern Counties bus ranges. Both aspects of the operation were represented and appeared to be generating a considerable

amount of interest. Demonstration drives were offered in a wide range of new Dennis and Volvo coaches with Plaxton coachwork, as well as Beaver and Beaver 2 minibuses on Mercedes chassis, the Beaver 2 being the Ogle inspired design recently introduced on the Mercedes Benz Vario. Representatives from Dennis, Volvo and Plaxton were present throughout as were the entire Kirkby Coach & Bus, Roadlease Finance and Kirkby Rental sales teams.

New vehicles available for inspection included coaches which had been sold and painted in the customers livery. One of these was a Dennis Javelin Plaxton Premiere 320 for Jamiesons Coaches of Shetland, thought to be the most northerly user of Plaxton



Plaxton now has a bus sales office at Anston and a variety of the available products were displayed.



Plaxton's attractive new Beaver 2 body on the Mercedes Benz Vario.

Dealer Focus



Among the coaches to be seen in the marquee was this Excalibur B10M for Atkinsons of Ingleby Arncliffe who celebrate 75 years in the industry in 1997.

coachwork. Mr Jamieson was present to accept the 57 seater. A number of new coaches were displayed in a specially erected marquee. One of interest was a 51/53 seat Javelin GX Excalibur for Tudor Coaches of Great Casterton with full air conditioning and a rear sunken toilet. An order for a similar coach for OK Luxury of Ulster was taken during the show, while Moores of Congleton purchased a Premiere bodied GX. Recent changes to the Javelin enable a centre sunken toilet layout to be offered for the first time. An Excalibur on the Volvo B10M chassis could also be inspected, this time with 49/53 seats and painted in the colours of Atkinsons of Ingleby Arncliffe. Bakers of Biddulph's green livery was carried by a 49 seat Premiere 350 bodied Volvo B10M, one of four Kirkby are supplying to the operator. Volvo sales during the event included two Excalibur B10Ms to Dovers Coaches of Hetton-le-Hole.

For those who wanted to try the B10M and Javelin on the road there was a selection of demonstration coaches which had been given attractive vinyl applications. They included Premiere 350 and Excalibur bodied B10Ms and Premiere 320 and Excalibur bodied Javelins. These and a new Beaver 2 on the Mercedes Benz Vario were often to be seen leaving the display area with operators at the wheel.

For bus operators there was the chance to look over both 10 and 10.6 metre versions of the Dennis Dart SLF with examples for Watford & District and Maidstone & District being shown, offering maximum passengers capacities of 59 and 64 respectively.

There was a Dennis Lance Northern Counties Paladin single decker in stock white and, for the first two days of the show, a dual door Palatine 1 bodied Volvo Olympian double decker for London General. Also shown were Beaver bodies on the Mercedes Benz 811D and 709D.

Used coaches ranging from double deck Neoplan Skyliners to a 1995 Volvo B6R Caetano Algarve were shown, nearly all of them dating from the late 'eighties or later. There was a wide selection of Volkos and a much smaller number of other types, with perhaps surprisingly few Dennis Javelins given that Kirkby distribute the type. Customers snapped up no less than seven former Wallace Arnold B10Ms with various body styles.

Definitely not for sale among the coaches was one, just as smartly presented as the new coaches, that originated in an earlier era. This was a Harrington Wayfarer body on the prototype Seddon MK19 chassis, the only example of this AEC powered model to be sold in the UK market. New to Liss & District in 1959 it was taken in part



Thought to be the northern-most operator of Plaxton coaches is Jamiesons of Shetland for whom this Dennis Javelin with 57 seat Plaxton Premiere 320 coachwork is destined.

exchange by Kirkbys in 1961 and sold to Thornes of Bubwith who operated it until 1971. It stood in the open for the following 18 years before complete restoration by the company, a repaint by Plaxton Parts & Service and the replacement of the 410 engine with a 505. It now features full air brakes rather than the original Hydrovec system and is thought to be the oldest used vehicle supplied by Kirkby still in everyday use.

The show's usefulness to operators was increased by the presence of a number of leading suppliers of equipment and services who exhibited in a dedicated display area. These included Autosound, Sutrak UK, Shades Technics, Tyre-Line/Alcoa, Telma, Eastgate Coach Trimmers, MTB Equip-



The oldest coach displayed was this restored 1959 Seddon MK19 with Harrington Wayfarer coachwork owned by Thornes of Bubwith.



A wide variety of used vehicles was on offer.



Rythmn De-Luxe, Kirkby's wandering minstrels.

ment, Chapman Stevens and John Holdsworth & Co.

With well over 500 visitors over the three days the event was clearly a great success. When I spoke to Kirkby general manager, Glynn McKenzie, he commented, 'It's been excellent. Operators have come from every corner of the country. We've also seen a lot of people who haven't been to Kirkby for many years and I'm delighted that so many operators have taken the time to come and have a look at us.'

He explained that the purpose of holding the show was, 'To make the industry aware of just what is available on this site at Anston. Obviously we want to sell coaches,' he said, 'But we also want to show the facilities, the finance packages, rental packages, Plaxton Parts & Service, Bus & Coach Glazing, and so on.'

Glynn felt that visitors had welcomed the opportunity to tour the workshops and the production facilities for the Beaver and Beaver 2. Among the vehicles receiving attention in the workshops were National Expressliners which had returned off lease. Operators were obviously impressed with what they saw because one placed an order for five.

By lunch time on the third day of the show vehicles worth £4 million had been sold, excluding rental deals. Overall a total of 40 vehicles, 18 of them new, found new owners. Although pleased with new sales Glynn was finding a welcome degree of buoyancy in the used market. 'I've been delighted with sales of three and four year old vehicles this year, not just at the show, we're ahead of budgeted figures,' he commented.

By Stuart Jones.

Dealer Focus

Think BIG urge Scania

'Think Big' has been the recent message from Scania Bus & Coach UK Ltd as it encourages operators to consider the merits of the three axle Scania K113TRB with Spanish built Irizar Century coachwork. Not that the 3.7 metre high three axle model is the only vehicle the Work-sop based dealership has on offer, far from it, visitors to the premises last week were also able to inspect new coachwork from both Van Hool and Irizar on the, as yet, more widely popular two axle version of the Scania K113.

Scania's show was a rather lower key affair than that taking place at the same time a couple of miles down the road, and though the number of people attracted was less in total, the end result in terms of the number of vehicles sold was a pleasant surprise to managing director, Don Macintosh. 'It's been very successful. We've done ten new vehicles we didn't expect to,' he said. Sales of used vehicles appeared on the face of it to have been less overwhelming with two signed for



Two Van Hool Alizee bodied Scania K113s were available for demonstration.

during the show, but with a full diary of appointments generated for the following few weeks he was confident that this side of the business would also have greatly benefited.

The first thing to catch the eye of most visitors will have been a 'Think Big' slogan adorning the side of a stock three axle Irizar parked in front of the Work-sop premises.

This was one of four coaches representing the main product offerings which were being used to provide



One of two tri-axle Centuries for Flights.



Ralf Schumacher's Jordan racing car was to be seen in the Scania showrooms.



Think BIG was the message on the side of this tri-axle Irizar Century demonstrator.

demonstration ride and drive facilities. Alongside the two Century K113 variants were a standard UK specification Van Hool Alizee 49/53 seater and an air conditioned 49 seat Alizee. A rather different vehicle was to be seen in the showrooms, a Jordan Formula One racing car as driven by Ralf Schumacher.

Three axles

Scania more than any other supplier to the UK market has taken on board the three axle concept and promoted it. The company enjoyed very considerable success with he model last year and has so far sold around two thirds of what has been ordered for 1997. A number of previous customers have come back for more. Asked whether there



Barnsley based KM Coaches will shortly take delivery of this Van Hool Alizee bodied K113CRB.

Dealer Focus



The Workshop premises of Scania Bus & Coach UK Ltd.

A broad choice of used vehicle types was on offer.

would be continuing demand for such vehicles following the introduction of the 18 tonne axle limit in a couple of years time, Don was convinced that there would be.

He pointed out that 100% of the vehicles his company supplied last year were double glazed while 74% had air conditioning. 'Operators are looking for larger fuel tanks, larger water tanks and with the improvement in seat design we can comfortably accommodate 51 reclining seats,' he said. 'In all probability legislation will soon allow us up to 2.55m wide and 13.5m or even 15.0m long in which case a third axle will become absolutely necessary.' He also pointed to the advantages in luggage capacity of the 3.7m high three axle Century compared with the 3.5m high two axle variant. The former offers 13 cubic metres, the latter 10 cubic metres, although the saloon dimensions are identical.

At present many coaches are right on their legal weight limits. Don suggested that when we eventually do go to 18 tonnes the Ministry will be more concerned with the



weight issue than they perhaps are now. Asked what purposes such vehicles will be put to in later life, he foresees that, 'in time they will cascade and have second lives as people carriers, everything else has and I can't see why they shouldn't.'

Used

Used stock at Workshop is around the 70 vehicle mark and with the exception of two 1983 coaches - a Leyland engined Tiger Paramount and a Volvo engined Royal Tiger Doyen - all of it is 1986 or later. Sales manager, Ian

Hall, explained that company policy is to try to avoid trading vehicles which are over 12 years old and the result is that most of that on offer was either late 1980s or early 1990s. A selection of four deckers was shown, among them a pair of Skyliners and a Plaxton Paramount 4000 on both Scania K112TRB and Volvo B10MT chassis.

The company clearly believes in offering as wide as possible a choice of secondhand coaches as was shown by the variety of manufacturer's products available. As well as Scania's with Irizar, Van Hool, Jonckheere, Plax-

ton and Duple coachwork there were coaches from Berkhof, Caetano, Mercedes Benz, LAG, Bova and Setra on offer. Of eleven Plaxton Paramounts in stock, three were on Mercedes Benz 0303 underframes, two were B10Ms, three Scania's, two Leyland Tigers and one DAF.

The decision to hold the show may have been a relatively late one but in attracting operators to the site and boosting sales it achieved its objectives.

**By
Stuart Jones.**



Among a variety of new vehicles shortly to be delivered was this Irizar Century on a tri-axle Scania K113TRB chassis for Williamsons. It is a repeat order.



Among a variety of Plaxton Paramounts on offer were three former kings Ferry Mercedes Benz 0303s.

Fleet Additions



A pair of Scania K113 CRB Irizar Centuries have been acquired by C&G Coaches of Chatteris. Although they carry different liveries their specification is virtually identical and includes air conditioning, 49 reclining seats, rear sunken toilet, driver's bunk, floor safe and continental door. The coaches join two Centuries already operated by C&G alongside eight other Scania in the 16 strong fleet. They were supplied by Scania Bus & Coach UK Ltd.



Citylink Porto

A new Caetano Porto coach has been supplied to Owen Coaches of Newhouse, Motherwell by Salvadore Caetano UK Ltd. Mounted on Dennis Javelin 245 chassis, the dual purpose coachwork includes 57 seats, a power operated entrance door, tinted single glazed windows and a Blaupunkt stereo radio/ pa/ cassette. The coach will be used on Scottish Citylink services.



Stonehouse Coaches of Stonehouse, Gloucester have acquired a new Volvo B10M Jonckheere Mistral 50 from Yeates Bus & Coach. Its specification includes 49/53 reclining seats with seat belts, centre sunken toilet, continental door, radio/PA/cassette system and curtains.

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British Car Auctions

British Car Auctions

Fleet Additions

Mistral duo for Compass Royston

The latest coaches to carry the maroon, red and white of Compass Royston Group Travel are a pair of Jonckheere Mistral 50s on the extended wheelbase Volvo B10M SE chassis. The Stockton based operator has specified 51 reclining seats, a rear saloon toilet, an offside rear continental door, television, video, radio/PA/cassette, curtains and seatbelts. The duo were supplied by Yeates Bus & Coach.



Harrison Group Travel of Doncaster have purchased this Caetano Algarve II bodied MAN 11.190 for use on executive private hire and tour duties. Supplied by Salvador Caetano UK Ltd, the coach seats 35 and has a specification which includes: a courier seat, tinted double glazed side windows, full draw curtains, power entrance door, rear continental door, Blaupunkt stereo radio/PA/cassette and a hot drinks facility.



Rennies of Dunfermline have just placed in service a trio of Iveco EuroRider 391.12.35 chassis with Beulas coachwork, only months after purchasing three Indcar Eco3 bodied Iveco Euro-Midi nine metre minicoaches. The EuroRiders have the 350bhp unit which is the larger of the two engine options offered in the UK and Telma retarders, ABS and ASR. Included in the standard Beulas specification are 49 reclining seats, air conditioning, double glazing, dash mounted fridge and ecological toilet. All six new coaches were supplied by the AW Group of Leicester.



A new livery style heralds the introduction of the first Volvo B10Ms to join the Mayne of Manchester fleet. Supplied by Kirkby Coach & Bus, the two vehicles, and a pair of identical ones for the associated fleet of Barry Cooper Coaches, have 55 seat Plaxton Premiere Interurban 320 bodies. Mayne's general manager, Grady Thompson, commented, 'We run the usual mix of private hires alongside a programme of day excursions and a limited programme of short breaks. For this we need coaches which offer the best balance between comfort and capacity, and the vehicles which Kirkby had on offer filled the bill nicely.'



Streamline Executive Travel of Maidstone were so impressed with their latest purchase, a Mercedes Benz 711D converted by Crest Conversions, that they ordered another exactly the same. Equipped with 24 seats, the vehicle is being used on contract hires and holiday feeder work to high profile companies.

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1995 (OCT N) TOYOTA CAETANO OPTIMO 3, 21 reclining seats, as new condition

..... CHOICE OF 2, £47,000 MOT to 3RD & 10TH OCT '97

1991 (H) MERCEDES 609D, 19 coach seats plus 6 standees, powerdoor, MoT to 28/11/97, a nice little vehicle for private hire or bus work

..... £18,500 PLUS VAT

1987 (D) MERCEDES REEVE BURGESS, 23 seater plus boot, nice condition for year, MoT to 18/5/97

..... £12,500 PLUS VAT

1987 (D) MERCEDES, 19 seater (Yeates conversion), ex-Excelsior, very clean little coach, MoT to 1/3/98

..... £10,000 PLUS VAT

ALL ABOVE ARE IN EXCELLENT CONDITION AND ARE ONLY OFFERED FOR SALE DUE TO OUR NEED FOR HIGHER SEATING CAPACITIES.

TELEPHONE CHARLES OR PAUL SANDERS, SANDERS COACHES, HOLT, NORFOLK. 01263 712800, EVENINGS 01263 823401

6918/FC

★ **BUY ONE GET ONE** ★
★ **FREE!** ★
★ **AMAZING DEAL RING** ★
★ **FOR DETAILS** ★
★ **OPTARE CITY PACER 1988 (E)** ★
★ 25 seats + standees, semi high back ★
★ seats, 12 months test ★
★ £4,000 + VAT ONO ★
★ **FREIGHT ROVER (ISUZU ENGINE)** ★
★ **CARLYLE II 1988 (E)** ★
★ 20 + 5 standees, choice available ★
★ £4,000 + VAT ONO ★
★ **Part Exchanges Suffered** ★
★ **BOOMERANG BUS CO** ★
★ **01684 292108** ★
★ 400/6791/FC ★

ADAMSON
COACHWORKS LTD
PRE-OWNED VEHICLES FOR SALE
JAN '96 RENAULT MASTER TURBO,
16 Algarve high backed seats, large luggage space, TV/video, as new £19,995
NOV '95 LDU DIESEL, tested Nov, 20 seats, Diptac spec, powerdoor, immaculate.....£19,950
NOV '92 MERCEDES 609D, Crystals conversion, 24 seats, power door, dropwell boot, tested November, very clean.....£22,500
NEW MERCEDES CONVERSIONS IN BUILD AND AVAILABLE - 16-24 SEATS, ALL SPECIFICATIONS
FOR MORE DETAILS
TEL: 0141 554 7781, 0141 554 8655
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1983 LEYLAND LEOPARD PLAXTON PARAMOUNT 3200, 11 METRE, power door, tinted windows, 12 months MoT, (this vehicle is fitted with a TL11 engine and S/A gearbox).....£15,000
1985 FORD TRANSIT 16 SEATER/5 STANDEES DORMOBILE SERVICE BUS, repainted two pack white, 10 months MoT, new overdrive gearbox, spare set of seats supplied.....£2,500
1978 BEDFORD YTM DUPLÉ DOMINANT II, 53 seats, clean, tidy and reliable, MoT 9 months.....£2,500
1979 AEC RELIANCE DUPLÉ DOMINANT II, express doors, 53 re-trimmed seats, semi auto gearbox, private registration number, MoT 11 months.....£4,500
All vehicles maintained to a high standard in our own workshops. All service records available
01795 663884
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1990 LAG PANORAMIC (G REG), 49 reclining seats, twin monitors + video, drinks machine, toilet, fridge, courier seat, double glazed, fully carpeted, MoT 9/97, tax 4/97
.....MAINTAINED TO HIGH STANDARD £59,950 + VAT

1989 PARAMOUNT 3500 TIGER 260 MANUAL EXEC, 49 seater, continental door, double fuel tanks, PA/radio, TV/video, Webasto, fridge, sunken rear toilet, drinks machine, tinted windows, dble glazed, curtains, MoT & taxed, all white EXCELLENT CONDITION £49,500 + VAT

X REG BEDFORD YNT 500 TURBO 12M DUPLÉ, NOT 11M DOMINANT IV, test/tax Oct, 57 seater, all white, recent full engine and clutch, repainted, power door, tinted windows.....GOOD CONDITION £6,250 + VAT

R REG 1977 BEDFORD PLAXTON YLQ, 45 seater, 500 engine, box, new front fitted, repainted, new Michelin tyres, brakes and drum, many new parts, May MoT, tax VERY TIDY £2,950 + VAT

X REG PLAXTON DAF SUPREME, rear engine exec, 48 seater plus crew seat, wired TV, video, PA/radio, toilet, continental door, fridge, reconditioned ZF box, brand new clutch, July test, all white, excellent condition, good for first executive coach.....£10,250 + VAT

Contact Ralph or Dave
OFFICE: 0191 3734200 24 HOURS: 0191 3780393
400/5003/FC

1981 LEYLAND LEOPARD DOM III, 53 seater, tidy contract coach, recon engine fitted, 6 speed ZF, MoT June '97.....£5,000

1986 DODGE SERVICE BUS, 23 + 6 STANDING, good condition, MoT Jan '98.....£2,500

1978 LEYLAND LEOPARD DUPLÉ SERVICE BUS, 55 seats + 18 standing, good order, MoT Sept '98.....POA

ALL PLUS VAT

TEL 01271 863819

400/6941/FC

1988 VOLVO PLAXTON 3200

Low driver, 50r seats, Webasto, Telma, MoT Jan '98
£57,000

CONTACT
JOHN JOSLIN

TEL: 01438 746066

6789/FC

MERCEDES 307,

MoT + PSV... £1,750

MERCEDES 207,

1987.....£3,000

RENAULT MASTER,

1990, 16 seats, under-floor luggage... £3,500

01502
711611

6891/FC

1991 (H)

DAF SB2300 DHS

Duple 340 highline, air suspension, 51/53 recliners, centre cont door, rear toilet, new MoT March '98

£45,000 + VAT

ARVONIA, NORTH WALES
TEL: 01286 675175/677858

400/6795/FC

R. A. MATTHEWS COMMERCIALS

Fromes Hill Services, Nr Ledbury, Herefordshire

1990 TALBOT EXPRESS, Triaxle fitted rear tail lift, 10 hi-back seats fitted with 3 point belts and wheelchair space, full length floor tracking, MoT 'til Nov '97.....£5,650 ono

1988 MERC 12 SEAT MINIBUS, HIGH TOP, tested till July '97, excellent condition.....£6,750 ono

1980 (PP) VOLVO B58 DUPLÉ DOMINANT II, 57 seats, painted white, tested till April '97, taxed till June.....£8,500 ono

1980 BEDFORD YMT, Plaxton, 53 seats, express doors, tested till Jan/98.....£4,000 ono

UNTIIDY OR DAMAGED COACHES WANTED FOR CASH

01531 640374 400/1501/FC

1983 (Y) TIGER 245 PLAXTON SUPREME V

57 seats, POD, new test, very good condition.

£15,500 + VAT

1984 (A) TIGER 245 ZF PLAXTON 3500,

49 seats, double glazed, rear sunken toilet, continental door, drinks machine, good condition.

£21,500 + VAT

01462 813262

400/6898/FC

Chalkwell

1979 (P/P) Leyland National

Series 1A, single door 44 + 19 standees. Front modernised using Paramount body parts.

MOT 23.8.97. **£3950 + VAT**

1985 Ford Transit/Dormobile

Choice of three, 16 + 5 standees.

MOT 11.97 or 1.98 **£2150 + VAT**

Maintained to high standards in own workshops. Service records available.

Based in Sittingbourne, Kent

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SUMMERFIELD COACHES

FOR SALE
DUE TO FLEET
UPDATE

VOLKSWAGEN LT28D

1989 (G REG) 16 seater, seat belts, Webasto, MoT, 3.3.98, new cam shaft and cylinder head just fitted

£3,750 + VAT

MERCEDES 608D (ROBIN HOOD)

1984 (A REG) 21 seater, seat belts, MoT 30.6.97

£3,250 + VAT

BEDFORD DUPLÉ

1979 PRIMA PLATE, 53 seater, seat belts, Telma, MoT Nov 97

£3,250 + VAT

SOUTHAMPTON
(01703) 778717

400/6901/FC

HAPPY DAYS COACHES

1993 SCANIA VAN HOOL COMFORT SHIFT, 48 seater, full Exec, inc centre toilet, drinks machine, TV/video, fridge, curtains, d/glazing, etc
1993 SCANIA VAN HOOL, SUPER HIGH, manual, 48 seater, full Exec, hot and cold drinks machine, fridge, TV/video, d/glazed, curtains, centre toilet

1988 VOLVO B10M VAN HOOL ALIZEE S/H, 49 seater, full Exec, inc TV/video, hot and cold drinks, fridge, rear toilet, d/glazed, curtains, etc

1988 DAF MB230 VAN HOOL ALIZEE S/H, 53 seater, full Exec, rear toilet, etc

All vehicles sold with long

MoT's

Open to sensible offers
Telephone Richard Austin
on

01785 284667 (day)
01785 824068 (eve)

400/6692/FC

FORECOURT

VAN HOOL ACRON 1983 (PP)

12 months MoT, continental door, Webasto, drivers bunk, fridge, wired for TV + Video, Telma retarder, carpets, radio PA

£22,500 + VAT

BONI'S COACHES

TEL: 0131
654 2492

400/1602/FC

RHONDDA BUSES LTD

1988 LEYLAND TIGER, 54 seats, Duple body, MoT Sept '97£28,000

1983 LEYLAND TIGER, 51 seats, Plaxton 3200, MoT Jan '98£11,500

1983 LEYLAND TIGER, 51 seats, Plaxton 3200, MoT Feb '98£11,500

1988 METRO RIDER, 25 seats, MCW body, MoT, Aug '97£4,500

1987 METRO RIDER, 25 seats, MCW body, no MoT£3,900

All the above vehicles are subject to VAT

TELEPHONE: (01443) 682671

400/6930/FC

1978 LEYLAND NATIONAL MK 1, 48 seats + 12 standing, 10 metres, one door£3,500 plus VAT

L REG LEYLAND ATLANTIAN AN68, 75 seater, 2 x door, good MoT£1,500

1982 FORD DUPLÉ DOMINANT, 53 seater, tinted windows, seat belts fitted£5,000 plus VAT

1978 BEDFORD YMT, 53 seater, Plaxton Supreme, fitted seat belts£3,000 plus VAT

TEL 01354
692504

400/1616/FC



1991 VOLVO B10MT JONCKHEERE DEAUVILLE SUPER HIGH

13 months MoT, 51 recliners, retarder, toilet, video, fridge, drinks and bunk, good condition, new vehicle forces sale, available 1-3-97

£85,000

CONTACT STEVE
01206 824363

400/1606/FC

1 x 53 DAF CAETANO ALGARVE MB200, with seat belts, 1986, first to see will buy£39,950 ono
1 x 51 DAF CAETANO ALGARVE MB200, 1985, executive£24,500 ono

1 x 53 BEDFORD DOMINANT II£1,950 ono

1 x 29 1985 FORD PLAXTON PARAMOUNT, with three tables£16,000 ono

1 x 19 MERCEDES MINICOACH, 1986 Reeves Burgess conversion 608D£6,000 ono

All vehicles + VAT

Tel: 01902 352777/602666

400/1610/FC

1977 S REG LEYLAND NATIONAL MK1, 52 seats, tested May 1997

1975 P REG LEYLAND NATIONAL MK1, 52 seats, tested Sept 1997

1980 DAIMLER FLEETLINE, low height, 75 seat, Alexander body, Gardner 6LX, tested April 1997

£8,000

FOR ALL THREE OR INDIVIDUAL PRICES ON APPLICATION

01395 233010 (DAY)
01392 461670 (EVE)
(DEVON)

400/5011/FC

1987 LEYLAND CUB

Reeve Burgess conversion, 28/20 + 4 wheelchairs, taxed January 1998, MoT December, approx 80k from new

£6,950 ono

TEL E. K. TRAVEL
01480 466994

400/1615/FC



FORD PLAXTON SUPREME 1978

Long test retrimmed, panelled, maintained regardless of cost £3,250 + VAT
Part ex-welcome

TEL: 01702 541511
(Essex)

400/6932/FC

1981 VOLVO B56 PLAXTON 53 SEATER, MoT August 8, '97, curtains to windows, power door£12,000

1979 VOLVO B56 PLAXTON, 57 SEATS, MoT July 14, '97, curtains to side windows, power door£10,000

1980 LEYLAND LEOPARD PLAXTON, 50 seats, MoT September 11, '97£6,000

1980 LEYLAND LEOPARD PLAXTON, 53 seats, May 8, '97, full test available£6,000

1991 FORD TRANSIT, 14 seats, MoT October 11, '97£6,500

1990 FORD TRANSIT, 14 seats, MoT November 8, '97£6,500

1991 FORD TRANSIT, 14 seats, MoT March 6, '98£7,000

All above vehicles subject to VAT

Telephone

01656 739928

400/1505/FC

RENAULT MASTERS, J reg, 1991, turbo diesel, underfloor luggage, finished in white£5,500

1988 TALBOT DIESEL, 16 seat, finished in white, excellent condition£3,500

MERCEDES 608 DIESEL, 1984, luxury coach, soft trim, new MoT, finished in white£4,500

1983 BEDFORD CF PETROL, 1 owner from new, good engines, ideal for spares£145

YOUR VEHICLES REQUIRED
FOR CASH

WADDONS

Tel: 01222 860230
Fax: 01222 860231

400/6936/FC

1985 SETRA S215HD x 1
£45,000 + VAT

1987 SETRA S215HD
CHOICE OF 2

£65,000 + VAT

1989 SETRA S215HD x 1
£75,000 + VAT

All coaches in excellent condition with 49 reclining seats plus courier, toilets, coffee machine, TV and Video, driver's bunk, curtains and carpets, with all usual Setra refinements

Day: 01708 868899
Eve: 01708 734624

400/6925/FC



LEYLAND TIGER/ DUPLÉ LASER

57 RETRIMMED SEATS WITH INERTIA REEL SEATBELTS
No signwriting, will be supplied with new test, valuable private plate, excellent condition

P/X welcome

£14,750 plus VAT
Tel: 01702 541511

400/6931/FC

FOR SALE DUE TO FLEET ADDITIONS:

1 x DAF MB200, 1983 PLXN 3500, 53 seater, P/P, many extras, MoT Aug '97£20,850

1 x 1983 VOLVO 3200, Webasto, Telma, rear cont door, P/P, recent re-moquette and floor, seat belts, MoT Nov '97£27,850 ono

Enquires to:

Plastow's Coaches

Tel: 01865 872270
Fax: 01865 875066

400/5012/FC

1983 LEYLAND TIGER PARAMOUNT 3500, 49 seater, 6 speed manual, tested Jan 98£17,950

1982 LEYLAND LEOPARD DOMINANT III, 6 speed manual, 57 seater, inertia lap belts, good condition all round, tested June 97£9,750

1980 BEDFORD YMT DOMINANT II, 53 seater, tested Sept 97

1988 E MERCEDES 609, 26 seater, March 98, test, owned by us from new£13,500 + VAT

01205 722359

400/1509/FC

Mark Stringer
from

Stringers
Coaches

sold his

Bedford YNV

after 3 calls in
Bus & Coach Buyer
in the first week



1986 DODGE

18 SEATER MINI BUS
MoT 22 Oct '97, good condition throughout
£1,750 ono + VAT

SQUARE

1

Tel: 01454
273111

400/6935/FC



1992 VOLVO B10M PLAXTON EXCALIBUR, K REG

Full air conditioning, TV, video, centre toilet, 47/49 reclining seats with tables, glove nets, cup holders, Klix drinks machine, fridge, double glazed, full draw curtains and blinds, fully carpeted, Webasto heater and Telma Retarder. Tempo 100, MoT 12 months, very large baggage accommodation.

FILE PHOTO

ABSOLUTE TOP OF THE RANGE COACH

Owned and operated by us from new. Only used on tours and private hire, never on shuttles. Immaculate condition
£99,995 + VAT

Contact Geoff Flight, Flights Coach Travel Ltd, Birmingham

0121 322 2728

400/1618/FC

1994 JONCKHEERE VOLVO B10M MK IV, d/g, R/PA, Webasto, 55 vogel recliners, 165,000 km from new, 12 mths MoT, immaculate
1994 JONCKHEERE VOLVO B10M MK IV, 51/53 recliners, centre demountable toilet, R/PA, d/g, Webasto, 162,000 km, 12 mths MoT, immaculate
1990 SCANIA K113 PLAXTON 3500, full yrs moT, 53 recliners + courier R/PA, new Michelin, all round, excellent condition

ALLISONS
OF DUNFERMLINE

01383 726398

ASK FOR DAVEY 400/6842/FC

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VOLVO

Pre-owned coaches

Volvo. Coach of the Year for the third consecutive year.

AEC

AEC 1979 DUPE EXPRESS 53 SEATS, IDEAL CONTRACT MOTOR, IN DAILY USE, £3,000 + VAT. Tel: 01709 522422. 400/6884/AE

AEC ON PLAXTON BODY, 12 months test, new floor, retrimmed, seat belts fitted. V.G.C. £4,500 + VAT. Tel: 01734 793983. 400/5010/AE

ACCESSIBLE VEHICLES

MERCEDES 709

MAY 1993 K REG

24 hi back coach seats on tracking, 3 point seatbelts, low mileage, Henderson hide-away, tail-lift, MoT 'til July 1997

£25,975 ONO
0151 489 4116

400/6851/ACC

BEDFORD

BEDFORD PJK 1983, Plaxton body 330 turbo, 29 seater, power door, MoT Jan 98, £5,500 + VAT ono. Tel: 01404 841657. 400/6593/BED

BEDFORD PLAXTON 53 seater Supreme IV, T reg, MoT Nov and taxed, air door, wonderful seats, good straight body, excellent tyres, lovely motor, £2,750 ono + VAT. Tel 01359 240791. Also a full set of Willowbrook bus windows. 400/6772/BED

BEDFORD YMT SUPREME IV, Express air doors, tinted windows, radio PA cassette, 53 as new seats, clean, straight vehicle, MoT Jan '98, taxed May. £3,650 ovno. Tel: 01394 448280 (Suffolk). 400/6800/BED

BEDFORD YMT PLAXTON SUPREME V, 53 seats, p/door, new MoT, £3,750. 1978 BEDFORD YMT SUPREME III, MoT 9/97, reliable school bus, only 2 owners £2,500. 01795 474441 or 01795 475720. 400/5014/BED

2 x BEDFORD YNVS
1 1985 PARAMOUNT 3200
Recent engine rebuild, MoT July '97, 57 seat

1 1987 PARAMOUNT 3200
MoT Sept '97, 55 seat
£39k + VAT THE PAIR
CONSIDER OFFERS,
WILL SPLIT

BANBURY
01295 273338

400/1608/BED

BOVA

1983 BOVA EUROPA

53 seats with belts, all white re-spray, usual extras, private plate, VGC Two vehicles at

£17,000 each + VAT
Or £33,000 + VAT for pair
Telephone:

01494 86 4346
(Bucks)

400/6691/BV

BOVA FUTURA ON DAF

Single deck, 53 seats, Regd May 1994, damaged repaired, very clean, any trial

Telephone Remo at
KELTRUCK
0121 525 7000

or mobile 0831 666679

400/5002/BV

BRISTOL

1976 PP BRISTOL LHS, DUPE DOM

35 seats, very good order throughout, must be seen, wheeltrims etc, radio cassette, full years MoT, Kenlow engine heater, many extras

£4,000 ono + VAT

Tel 01236 732554
(Scotland)

400/1614/BR

SELECTION OF BRISTOL VR'S, low height, ECW bodies, 1978 — onwards. FROM £3,750 + VAT INCLUDING TYRES. TEL: 01702 541511. 400/5002/BR

DAF

1987 (D) DAF DHTD PLAXTON 3200

53 E type seats fitted with belts red/grey interior, white exterior owned from new, MoT expires 19.11.97

£29,995 + VAT

In current use and available for inspection
For further details Please phone

01928 572108

SELWYNS

400/652/DA

1984 SB2300 BERKHOF 49/53 demountable toilet, wired TV/video, new radio/P.A., tea/coffee, recent respray, no lettering, recon. engine clutch, MoT March '98, excellent condition, ready for immediate use. £24,500 + VAT ono. Tel/Fax: 01845 523988. 400/6745/DA

DAF

Re-Advertised due to Timewasters
1986 PLAXTON PARAMOUNT 3500 DAF MB200



48 Vogel seats, full exec, cruise control, TV and Video, etc, PP, 1 years MoT

37,500 + VAT

01702 546294

or 0831 817796

1987 (PP) DAF SB 2305 DHS CAETANO, 53 retrimmed seats plus courier plus belts, MoT to March 1988. This is a very clean tidy and presentable coach

£29,500

1983 (PP) DAF MB VAN HOOL, 51 retrimmed seats with belts, toilet, TV/video etc, runs very well, new MoT to March 1998

£32,500 PLUS VAT

SANDERS COACHES

HOLT, NORFOLK

TEL: PAUL/CHARLES

01263 712800

EVENINGS 01263 823401

400/6917/DA

RENTAL, LEASE OR SALE! MB230, Paramount 3500, 49 seats, rear sunken toilet, drinks machine, continental door, plain white, 1989 F. DawsonRentals Ltd. Tel 01908 218111 quoting BC. 400/1622/DA

D.A.F.

1985 DHS PLAXTON 3200, 55 seats, new trim, MoT Feb '98, excellent cond £26,500

1986 DHTD PLAXTON 3200, 55 seats, new trim, MoT Aug '97, owned from new, exceptional cond. £39,000

1984 MB230 DUPE LASER, 57 seats in good trim, MoT July '97. £17,500

All coaches fitted with power doors/radio PA/W. trims etc

All prices subject to VAT
BENNETTS COACHES
GLOUCESTER
Tel: 01452 527809

400/6799/DA

DOUBLE DECKER

1981 LEYLAND ATLANTEANS Northern Counties body, 75 seats, long test, choice, good condition, new respray, £4,950 each ono. 0151 609 0600 (day), 0151 342 4045 (eve). 400/6671/DD

DENNIS

NEW AND RECENT DART 9.8M + 10.6M, SLF, available for rental now. Tel: 01625 860888 or 0836 782801. 400/6768/DE

DENNIS DORCHESTER DUPE CARIBBEAN

1984, A REG

Gardner HLXCT engine (13 mpg), ZF manual g/box, 49 seats + toilet, d/glazed, new MoT, good tyres

£12,500 + VAT,
consider p/x

01474 707417, 0181

4674453, 0410 012904

(London) 400/5006/DE

RENTAL, LEASE OR SALE! Javelin 290GX, Caetano Algarve II, 49/51/53 seats, rear toilet, drinks, continental door, plain white, 1995, 6 M N. Javelin 240, Caetano Algarve II, 53 seats, continental door, plain white, 1996 N. DawsonRentals Ltd. Tel 01908 218111 quoting BC.

FORD

FORD PLAXTON SUPREME V 1981, 45 seater, power door, MoT'd till Feb '98. £3,500. TEL: 015242 72079 (EVE — AFTER 6PM). 400/6909/FO

FORD PLAXTON V REG, 45 seater, tested till March 98, £2,800 no VAT also FORD PLAXTON FOR SPARES INCLUDES 360 TURBO ENGINE. TEL 01646 683634. 400/1605/FO

FORD RII4, 53 SEATER, 1977, good contract vehicle, PSV ticket until Feb '98 £2,700. 01202 829122. 400/1511/FO

NEW FORD 8 SEAT + DRIVER LUXURY TOURNEO, belted + carpeted, also 14 + 16 PSV available now. 90 Transit, 13 seat crew bus. Blythwood Motors (Glasgow) 0141 221 3165 or 0141 639 6107 (eve). 400/6211/FO

LEYLAND

LEYLAND NATIONAL MK II 1980

Tested Jan 1998, 49 seats, excellent condition
£7,500 + VAT
0151 922 8630

LEYLAND

2 x 1982 (X) LEYLAND TIGER DUPLÉ, 57 seater £12,950 ONO

1982 (Y) LEYLAND TIGER DUPLÉ, 57 seater £12,950

1986 (C) LEYLAND ROYAL TIGER DOYAN, 49 recliners, hot water boiler, centre toilet + continental door, 11 mths MoT... £23,950 ONO

1986 (C) LEYLAND TIGER 260 DUPLÉ 320 SL, 57 recliners, 12 mths MoT £25,000 ONO

All prices + VAT

ALL ABOVE VEHICLES ARE FULLY SEATBELTED

01782 846031

400/6839/LE

GOODWIN COACHES

1979

LEYLAND LEOPARD DUPLÉ DOMINANT

Complete repanel, 53 seats with belts, Grant doors, 12 months, MoT in daily use, ideal contract or for private hire.

NOT YOUR USUAL RUBBISH!

£3,975 + VAT

0161 7894545 (DAY)

0161 9699660 (EVES & WEEKENDS)

400/6660/LE

LEYLAND LEOPARD 1979, Plaxton Supreme IV, MoT and tested, £5,000. Tel: 01285 810000 (Swindon)

400/6914/LE

1980 LEYLAND LEOPARD DUPLÉ DOMINANT, 53 seats, tested to March '98, 6 speed manual seatbelts, VGC, £6,500 + VAT. Tel: 0114 287 2622, Trevor or Peter.

400/6887/LE

1982 LEYLAND LEOPARD DOMI III, d/glazed, 50 reclining seats, + courier, Telma, radio, 6 speed manual, good tyres, taxed and MoT till June, £7,950. Tel: 01375 672940 (Essex)

400/6698/LE

X REG LEYLAND LEOPARD, 53 seater Dominant, rear end shunt, repairable, semi-automatic. TEL: 01563 820505.

400/6908/LE

1 x LEYLAND LEOPARD / PLAXTON SUPREME, 1979 DP, semi auto, 53 seats, MoT full year

£6,500, £5,000 + VAT

1 x LEYLAND TIGER PLAXTON 3200 PARAMOUNT, 1985 hydraulic, 53 seater, MoT full year

£24,000, £20,000 + VAT

1 OF CHOICE OF 2 LEYLAND PLAXTON PARAMOUNT 3200, 12mtr, 53 seater, hydraulic gear box

£34,000

TYRES EXTRA ON ALL ABOVE VEHICLES

Contact Mr Hilton

Blackburn Borough

Transport Ltd

Tel: 01254 51112

6790/LE

1985 LEYLAND TIGER TL11

Laser II body, 57 seats all fitted with full seat belts, well maintained

This is a bargain at £17,000 + VAT

Tel: 0161 477 0652

FRESHFIELD COACHES

of Stockport

400/1801/LE

1986 LEYLAND TIGER CUB OPTARE BODY

33 seats + 8 standees, MoT Aug '97

£3,850

01302 770273

(Mr C. Williamson)

398/6492/LE

1986 LEYLAND TIGER PARAMOUNT 3500

55 seats + crew seat, well maintained owned by us from new, 1 yrs MoT

£29,750

TEL: 0181 890 6394

400/6939/LE

MERCEDES

MERCEDES 609D 23 SEATER 1989 (F)

Reeve Burgess with h/b coach seats, excellent condition, MoT tested, 12 mths

£13,750 + VAT

TEL: 01326 290503

(EVES): 01326 290602

400/6885/ME

MERCEDES 608D, 16 seater mini coach, belted luggage rack, large boot, new PSV test, re-con engine, new clutch, reluctant sale contract finishing, £4,500 + VAT. Tel: 01702 207000.

400/6748/ME

MERCEDES 308D, 1986 12 seater hi-back seats, Henderson Hideaway tail lift, PSV spec, tax, tested, first to see will buy, £4,750 + VAT, also Henderson Hideaway tail lift, 1st class condition, £750.00. Tel: 0161 620 8008 or 01706 32031.

400/6788/ME

1991 MERCEDES 609D

Coach, Reeve Burgess conversion, 23 coach seats with belts, radio/cassette, PA system, p/door, boot, tested till April 98

£23,000 + VAT

TEL 01294 278440

400/1617/ME

91 H MERCEDES 609 21 SEAT COACH



FILE PHOTO

Auto, power steering, genuine 58,000 miles, warranted mls, only by one local council, rear boot, side skirts, full PSV test, high back seats with 3 point belts, full soft trim, full stereo system, very rare with this mileage, very desirable coach, drives like new

£17,995 + VAT

TEL: HEATONS MOTOR CO (WIGAN)

01942 864222

400/1512/ME

MERCEDES

1988 MERCEDES 307D, 12 hi back seats with seatbelts, hi-roof, tested Sept, £3,250. Tel: 01244 543288

400/6920/ME

WANTED FOR CASH ALL SIZES AND FOR SALE MERCEDES COACH SPEC, 37 seat 814L plus 33 seats 814, forced air, plus 29 and 25 seat 711 turbo, in stock now, 611 + 711 turbo conversions for 24 seat p/door, large boot available now, with 611 turbo w/chair/24 coach seats or 6 wheel chairs, 412 16 seaters also 412 16/5 wheelchairs all in stock now. Tel: Blythwood Motors, Glasgow on 0141 221 3165 or 0141 639 6107 evenings.

399/6779/ME

MERCEDES SERVICE BUSES WANTED FOR CASH available now, new, manual + auto with new DIPTAC, 300mm + floor height, 29 + standees, also 33 + 12 standees, auto and Telma, choice of bodies, part ex welcome, Blythwood Motors, Glasgow on 0141 221 3165 or 0141 639 6107 evenings.

399/6778/ME

MERCEDES 408D, 15 seater luxury coach, 1990 reg, MoT March '98, one owner from new, dealer maintained, seat belts fitted. £8,800 + VAT. Tel: 01937 833098.

400/6797/ME

608D MERCEDES, 1984 B reg, 21 seater, MoT Dec '97. £4,550 + VAT. Tel: 0121 779 6788 (day) or 0121 788 2735 (eves).

400/6796/ME

1989 MERCEDES 407D Reeves Burgess, luxury spec high roof, LWB, 15 H/B belted seats, luggage racks radio/cass, excellent workhorse. Bargain £8,000. Tel: 01833 637341.

400/1506/ME

RE-ADVERTISED DUE TO TIME-WASTERS MERCEDES 307D, 12 seater, E reg 1988, test Dec '97, good all round vehicle. £3,500 ono. Tel: 01325 310655 Day + Eves or 01325 353020.

400/1504/ME

LUXURY COACH 12 SEATER HI-BACK MOQUETTE, with armrests, seat belts, underfloor luggage compartment, luggage racks, RDS stereo, tinted windows, taxed, PSV'd 1998, COIF. A LITTLE BEAUTY! £5,900 ONO. 01642 593156.

400/1507/ME

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400/1613/ME

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399/6769/ME

1992 MERCEDES V6/211HP NEOPLAN 208 JETLINER, 24 reclining seats, exhaust brake, radio, PA, TV, video, pedestal microphone, Webasto, driver operated continental door, double glazing, blinds, tea/coffee machine, servery, fridge. Tel: 01509 217777 Extension 2109.

400/9866/VO

MIDIBUS

1987 (E) IVECO 49.10 MIDI BUSES

Robin Hood bodied, 23 seats, 6 standing, with luggage pen. Finished in red with white stripe. All vehicles with tax and MoT

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400/6830/MID

MIDIBUS

MAN 8136 REEVE BURGESS 32 SEATER 1985, tax and tested Nov '97, good condition, ready to roll. £11,500 + VAT ono. 01245 251322 (Essex).

400/5005/MID

E REG MERCEDES 609D LUXURY 25 SEAT MIDIBUS, high back seats, power door, power steering, Coachcraft conversion, full test. Only £9,300 + VAT. Telephone 01698 261490 (Scotland).

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METROLINER COACH 1983 51 RECLINERS, air suspension, ferry lift, underfloor lockers, white, Cummins L10 Voith retarder, 25/1/98 test, £8,950 ono. Morris Bromyard 01885 482285/482717.

400/6844/MCW

MAN

MAN SR280

49 recliners, TV, video, toilet, drinks, d/glazed, MoT till end of July, recent respray in white, 2 pack, any inspection welcome

£12,000 ono

TEL: 01279

426266

400/6594/MN

1991 MAN 10.180 JONCKHEERE DEAUVILLE P35, 28/30 seats, radio, PA, cassette, wired for TV, driver operated door, exhaust brake, side locker, saloon toilet, double glazing, tinted windows, curtains, air suspension. Tel: 01509 217777 Extension 2109.

400/9867/MN

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01708 228116 (EVE)

400/6827/NE

MINIBUS

G REG LEYLAND DAF 200 MINIBUS, Perkins diesel engine, 5 speed gearbox, 12 seater, seat belts fitted, good condition, very reliable, PSV. £3,750. 01302 711217.

400/6873/MB

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12 Hi-Back seats PSV 12 mths, one owner since new, white

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L94 DAF 200, 12 seat diesel, low mileage, in outstanding condition..... **£8995 + VAT**
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K 92 RENAULT TRAFIC DIESEL, 12 seater minibuses, 1 owner, low mileage, **ONLY REMAINING** condition, with a choice of 3 vehicles..... **£6995 + VAT**
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J92 DAF 200, 12 seat diesel, lovely condition, finished in white..... **£6995 + VAT**
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M REG MIDI, 8 seat diesels, choice of 2, electric windows, power steering, superb condition, 1 blue, 1 white, take your pick!..... **From £7995 NO VAT**
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92 TOYOTA OPTIMO II, choice of 16-21 seat layouts, turbo, full service history, condition, choice of 2..... **£32,950 + VAT**
Buy/Lease from **£136 p/w**



M REG FORD TOURNEO, 8 seater, 18,000 miles only, air cond, power steering, alarm, finished in red, an outstanding example of this popular vehicle..... **£12995 NO VAT**
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J 92 TOYOTA OPTIMO II, 18 seat with large boot, 96,000 miles only, outstanding in every way..... **£32,950 + VAT**
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H REG MERCEDES 410D, 15 seat, front entry, luxury minibuses, high back moquette seats, seatbelts, COIF, finished in white, very good condition..... **£12,995 + VAT**
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G 90 MAZDA E 2200, 14 seat diesel, 1 owner, in excellent condition, COIF, seat belts..... **£5,995 + VAT**
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1987 D MCW METRORIDER 25-SEAT
COACH, Perkins 6-litre Phaser with Allison AT545 gearbox, 25 luxury coach seats in attractive grey/blue chevron pattern moquette with matching moquette centre roof panel, luggage racks, power door, repainted, being MoT'd and resprayed, certified seat belts to all passenger seats, uniquely durable and versatile midcoach, this week's star buy at just **£8,495 fully inclusive in YOUR LIVERY — If you're quick!**

1987 D FREIGHT ROVER SHERPA CARLYLE MARK II, 16-seat coach, green moquette, high-back seats with three point height adjustable belts, large luggage pens at rear, driver's locker, saloon heater, power door, one only at just **£4,495**



1977 PP BRISTOL LHS PLAXTON SUPREME, 30 retrimmed Plaxton Relaxa reclining seats with armrests, soft trim to centre roof, power door, gangway carpet, Supreme IV front, seat belts, refurbished by us in 1996, in outstanding condition throughout, unique vehicle at just **£5,995**

1990 G IVECO 49.10 'NEW GENERATION' TURBO DAILY, Phoenix Mark II bodywork, 5-speed manual, power steering, 23 or 25 seats, power doors, luggage pen, Diptac handrails and bell pushes, Purmo saloon heating, one only, outstanding condition and value **£9,995**

1990 G IVECO 49.10 TURBO DAILY, ROBIN HOOD/PHOENIX BODYWORK, 5 speed manual, power steering, 23 or 25 seats, power doors, luggage pen, resprayed in brilliant white, new MoT, AVAILABLE NOW, one only **£7995**

1989 G RENAULT S56 MARK II NORTHERN COUNTIES, 25 seat bus, automatic gearbox, coachbuilt front, red interior, power steering, disc brakes, Telma one only and no more expected **£6495**

1988 E RENAULT S56 MARK II NORTHERN COUNTIES, 25 seat bus, automatic gearbox, coachbuilt front, fawn/multicolour interior, power steering, disc brakes, three only **£4,995 each**

1988 (E) IVECO 49.10 TURBO DAILY, ROBIN HOOD BODYWORK, 5 speed manual, 23 or 25 seats, power doors, luggage pens, limited choice, price includes all usual preparation plus a fully reconditioned engine with 12 months unlimited mileage warranty, **just £2,495 each**

1988 E FREIGHT ROVER SHERPA 20-SEAT BUS, 5 speed manual gearbox, 20 seats, power doors, red/grey interior, excellent value, one only **£3,495**

1987 D MCW METRORIDER MF150/3 MIDIBUSES, 23 seats, Diptac handrails, Perkins 6 litre/Allison 4 speed gearbox, power steering, power door, attractive red patterned moquette seating, full soft trim interior, extra ventilators, saloon heating, very good specification, choice of three only **£6,995 each**

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1985 B MERCEDES 608D PLAXTON MINI-SUPREME 27-SEAT BUS, coach type power door, radio/cassette, twin luggage racks, luggage boot, saloon heater, attractive bus seats in brown moquette, wide body, would take 850mm wide double coach seats **£5,995**

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1978 S BRISTOL LHS6L/PLAXTON SUPREME, 31 reclining seat coach

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1983 Y DENNIS LANCET MARSHALL, 51 seat bus

1987 E MCW METRORIDER, 23-seat bus

1980 W MERCEDES 508D, 19-seat coach conversion

1991 H IVECO NEW GENERATION PHOENIX, 23-seat buses

1988 F TOYOTA SPACECRUISER 8-SEAT PEOPLE CARRIER, warranted low mileage

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(K) REG FORD TRANSIT DIESEL, new generation, 15 seater, belts, test Sept '97 £10,200

1991 DAF 400 DIESEL, h/roof, luxury 16 seater, lap belts, test Feb '98.....£7,950

1990 RENAULT TRAFIC, Diesel, 11 seater, s/door, belts, test Oct '97.....£3,500

1989 MERCEDES BENZ 407D, 16 seater, p/door, 8 forward, 8 inward seats on tracks, test June '97.....£8,500

1989 (G) MERCEDES-BENZ 308D, Diesel, 14-seater, h/roof, s/door, lap belts, test Sept '97.....£6,950

1989 (G) FORD TRANSIT PETROL DORMOBILE, 16 seater, h/b seats, lap & diagonal belts, test Sept '97.....£7,750

1987 (E) FREIGHT ROVER, Crystals, 16-str, h/roof, tested, repain white, test Feb '98.£3,750

1987 (D) REG IVECO 70/14 CAETANO VIANNA, 25 seats, p/door, tr/entrance, seat belts, rear boot, forced ventilation, test May '97.....£9,500

1987 TALBOT EXPRESS, Diesel, MTM, 14 seater, belts, test April '97.....£2,750

1986 MERCEDES BENZ 608D, 20 seater + 6 std, p/door, test May '97.....£3,500

1984 MERCEDES BENZ 307D REEVE BURGESS, 12 seater, PSV, but has class V test, 1997, fitted Telma retarder.....£2,000

NON PSV

1990 (H) FORD TRANSIT, petrol, factory 15 seater, test Jan '98.....£4,950

1988 FREIGHT ROVER 200 DIESEL, 8 seater, new engine, Dec '96, MoT Feb '97.....£1,750

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UN-REGISTERED LDV CONVOY, Hi-Roof Turbo Diesel, PAS, 16 hi-back seats covered in moquette, moquette centre panel, tinted windows, lino floor, luggage racks, saloon heater, quadvent, wheel trimslo-spec £21,950, hi-spec £22,950

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102,000 kms, tested April 1997, will
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VOLVO B10M 1983 JONCKHEERE P599 SUPER HIGH, 53 reclining seats + courier, curtains, Telma, radio/PA, wired for TV and video, MoT'd until Feb 1998. £28,500 + VAT. 0181 897 2021. Mobile 0956 634852. 400/6896/VO

1988 B10M PARAMOUNT 3200, low driver, 53 recliners plus courier, curtains, double glazed, Telma, tested to November. **£59,500 PLUS VAT. SHAW'S OF MAXEY 01778 342224.** 400/6894/VO

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588352 400/6798/VO

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1994 VOLVO B6 CAETANO ALGARVE, 34 reclining seats, radio, PA, cassette, microphone, driver operated continental door, tinted windows, Peage window, double glazing, seat belts. Tel: 01509 217777 Extension 2109. 400/9865/VO

VOLVO B10M VAN HOOL, 1986, private plate, 50 recliners, with rear toilet, water boiler, Telma, TV and video. MoT April '98. Part exchange considered. 01475 783399 or 01475 744233 (SCOTLAND). 400/6894/VO

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1992 J SCANIA K113 PLAXTON PARAMOUNT 3500, 51 recliners + c, toilet, TV/video, drivers bunk, radio/PA/cassette

1990 G SCANIA K113 VAN HOOL ALIZEE, 49 seats + c, toilet, TV/video, drivers bunk, radio/PA/cassette

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1991 J REG TOYOTA OPTIMO II 21 SEATER, TV/video, drinks, MoT March/98, rebuilt engine. **£24,950. 01942 243167.** 400/6885/TO

1990 OPTIMO, 18 reclining seats, radio/PA, tinted windows, crew seat, table, hot drinks machine, full MoT, **£15,250 + VAT. Tel: 0181 952 4025 or 0836 322 755.** 400/6894/TO

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1983 MAN VAN HOOL ASTRON, 60 seats, full exec, MoT 10/97 **£25,500**

1984 VOLVO B10M VAN HOOL ROOAJEN ODYSSEY, 49 seater exec, MoT 8/97 **£28,650 ONO**

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1996 (P) BOVA FUTURA FHD, 49/53 reclining seats, centre sunken demountable toilet, continental door, water boiler, fridge, double glazed side windows, air conditioning, carpets. Interior — red. MoT July 1997

1994 BOVA FUTURA FHD, 49 reclining seats, centre sunken toilet, water boiler, fridge, continental door, double glazed side windows, aircraft type luggage racks, air conditioning. Interior — grey.

1994 BOVA FUTURA FHD, 51/55 reclining seats, centre sunken demountable toilet, continental door, double glazed side windows, driver's bunk. Interior — grey; Exterior — white. MoT January 1998

1993 DAF 3000 SB CAETANO ALGARVE, 49/51 reclining seats, demountable toilet, continental door, wired for video/monitor. Interior — red; Exterior cream/red/gold. MoT December 1997

1992 VOLVO B10M VAN HOOL ALIZEE DH, 48 reclining seats, rear toilet, continental door, servery — incorporating boiler & fridge, double glazed, wired for video/monitor. Interior — blue/grey; Exterior — silver. MoT October 1997

1992 TOYOTA OPTIMO, 18 reclining seats. Interior — grey/red. MoT December 1997

1992 BOVA FUTURA FHD, 49/53 reclining seats, centre sunken demountable toilet, continental door, water boiler, wired for video, driver's bunk. Interior — grey/red; Exterior — white, MoT December 1997

1990 NEOPLAN SKYLINER MERCEDES V8 ENGINE MANUAL GEAR BOX, 77 reclining seats, toilet, fridge, water boiler. Interior — red; Exterior — white. MoT November 1997

1989 VOLVO B10M PLAXTON PARAMOUNT 3500, 57 seats, power door, Telma retarder. Interior — autumn tint; Exterior — white/orange. MoT January 1998

1989 LEYLAND DAF, 16 moquette seats. Interior — autumn tint; Exterior — white. MoT August 1997

1989 BOVA FUTURA FHD, 53/57 reclining seats, centre sunken demountable toilet, continental door, fridge, water boiler. Interior — autumn tint; Exterior — white

1989 LAG PANORAMIC, 49 reclining seats, centre sunken toilet, continental door, wired for video & monitor. Interior — grey; Exterior — white. MoT June 1997

1988 DAF DKFL CAETANO ALGARVE, 53 reclining seats, continental door. Interior autumn tint; exterior — white. MoT September 1997

1988 CHARISMA, 49 reclining seats, centre sunken toilet, continental door, double glazed side windows, air conditioning. Interior — grey/red; Exterior — white. MoT July 1997

1988 DAF DKFL CAETANO ALGARVE, 51 reclining seats, rear sunken toilet, continental door, water boiler, wired for video/monitor. Interior — red; Exterior — white. MoT May 1997

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Centre sunken toilet, continental door, fridge, boiler, double glazing, air conditioning. Interior — grey/red; Exterior — white.

1986 BOVA FUTURA FHD, 49 reclining seats, rear floor level toilet, fridge, water boiler, double glazed side windows, wired for video/monitor. Interior — grey/red; Exterior — white. MoT August 1996

1985 NEOPLAN SKYLINER, Mercedes engine, manual gearbox, 75 reclining seats, toilet, fridge, water boiler, TELMA retarder. Interior — red; Exterior — white. MoT January 1998

1985 LEYLAND TIGER DUPE 340, 48 reclining seats, rear sunken toilet, continental door. Interior — autumn tint; Exterior — white. MoT January 1998

1984 BOVA FUTURA FHD, 49 reclining seats, centre sunken toilet, continental door, double glazing, wired for video/monitor. Interior — grey/maroon; Exterior — white. MoT May 1997

1984 VOLVO B10M BERKHOF EVEREST, 51 reclining seats, floor level toilet. Interior — autumn tint; Exterior — white. MoT July 1997

1983 VOLVO B.58 11 MTR PLAXTON PARAMOUNT 3200 (RE-BODIED), 48 seats. Interior — autumn tint; Exterior — cream/green. MoT April 1997

1983 DAF DKTL CAETANO ALPHA, 53 reclining seats, power operated entrance door. Interior — autumn tint; exterior — white/yellow. MoT April 1997

1981 VOLVO B58 PLAXTON SUPREME 11 MTR, 53 seats, power door. Interior — autumn tint; Exterior — cream/orange. MoT January 1998

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- 1986 SCANIA VAN HOOL Exec
- 1983 VOLVO B10M Jonckheere, 50 seater
- 1982 LEYLAND TIGER PLAXTON, 55 seater retrimmed
- 1980 VOLVO VIEWMASTER, 53 seater
- 1991 OPTIMO, 18 seater MkII
- 1980 LEYLAND LEOPARD, 53 seater
- 1980 FORD, 53 seater for spares
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- 1995 M VOLVO B10M MK IV JONCKHEERE, 51 seats, centre toilet, wired for TV and video, white exterior, 100,000 km
- 1995 M MERCEDES 814, 33 seats, power door, large boot, white exterior, long MoT
- 1994 L MERCEDES 609D ONYX CONVERSION, 24 seats, power door, radio/PA, large boot, white exterior, long MoT
- 1993 K VOLVO B6 CAETANO ALGARVE, 35 seats, d/glazed rear cont door, radio, PA double glazed, MoT Jan 97
- 1991 J IVECO 4910, Mellor coach built, 12 seats/6 wheelchairs, MoT Oct '97
- 1991 H TOYOTA OPTIMO MKII, 17/21 seats, demountable toilet, 130,000 miles, MoT May '97
- 1990 H MERCEDES 811D, PMT, AML, coach built, 33 seats, luggage racks, power door, radio, white/red exterior, long MoT
- 1989 G IVECO 49.10, Robin Hood, 23/25 seats, luggage pen, power door, choice of 5
- 1987 E OPTARE CITY PACER 2.5 TURBO, 25 coach seats, power door, white exterior, MoT May '97
- 1985 B LEYLAND TIGER 245 DUPLÉ LASER II, semi auto, 53 seats, power door, long MoT
- 1983 Y FORD 360 T DUPLÉ DOMINANT IV, 8.5 metre, 35 recent retrimmed seats, p/door, radio/PA, MoT Dec 96
- 1982 Y BOVA EUROPA, recent DAF engine, 52 recliners, courier seat, MoT June '97

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1983 (PP) SETRA S25HD, 49 executive, refurbished by Kassbohrer in 1993, Telma, Aircon, fridge, water boiler, drivers door and air operated cont door

1982 (PP) DAF MB200 Plaxton Sup V, 53 seats plus courier, P door

1979 (T) VOLVO B58 Supreme IV, 53 fixed seats, p/door

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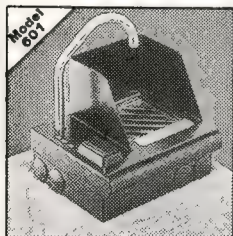
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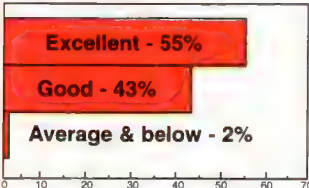
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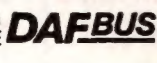
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